

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.
A WEEKLY NEWSPAPER,
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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GREAT WESTERN RAILWAY OF CANADA.

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Tenders for the Third or last Division OF THE CANADA AIR LINE FROM SIMCOE TO CANFIELD, 30 MILES.

PLANS AND SPECIFICATIONS will be on exhibition at the office of Geo. Lowe Reid, Esq., Chief Engineer, Hamilton, on and after 28th November, and sealed Tenders marked "Tender for Construction of 3rd Division Canada Air Line," must be in the hands of the undersigned by 10 o'clock on the morning of

THURSDAY, DEC. 15th, 1870. JOSEPH PRICE, Treasurer, CHIEF OFFICES, Hamilton, Ont., Nov. 16th, 1870.

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New York, November 15th, 1870.

THE Commercial & Financial CHRONICLE,

Bankers' Gazette, Commercial Times, Railway Monitor, and Insurance Journal.
A WEEKLY NEWSPAPER,
REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

VOL. 11.

SATURDAY, NOVEMBER 26, 1870.

NO. 283.

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The Chronicle.

THE COMMERCIAL AND FINANCIAL CHRONICLE is issued every Saturday morning by the publishers of Hunt's Merchants' Magazine with the latest news up to midnight of Friday.

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PUBLIC CONFIDENCE AND MONETARY SPASMS.

The money market offers two features which seldom for any long period exist together. The first is an easy quietude with abundance of capital, seeking investment on call, while there is an inadequate demand from mercantile and other borrowers. The second is a feverish sensitiveness making itself felt at intervals in a brief stringency whenever there is an accession of the activity of the fall business, to cause a slight pressure on the banks, either from the city or from their correspondents in the interior. This anomalous state of things is variously explained. By some it is attributed to the efforts of money lenders and speculators, whose large capital and financial power is used intermittently to disturb the monetary ease which otherwise would be unbroken. Some, again, there are, who think that the near approach of the meeting of Congress has something to do with this financial disquiet, especially as Mr. Boutwell is reported to design the introduction of an amendment to his Funding bill. A third party are of opinion that the depression of gold is chargeable with a part of the trouble, lowering as it does the prices of our exports, and thus depreciating the productiveness of our agricultural in-

dustry, lessening the aggregate of the national wealth and making less valuable the capital and the labor which are employed in the raising of exportable commodities. There may be some truth in most of these theories. But we think there are other causes at work which have had no small influence in the money market of late. The history of every country which has passed the ordeal of a depreciated paper money offers abundant evidence that the transition to specie payments is full of danger to commerce and trade. Stocks of goods depreciate in the hands of the merchant. His best plans are baffled and his wisest schemes fail from causes beyond his control. If he gives credit he makes bad debts and if he refuses credit he loses his connexion, and some competitor takes away his customers. Prodigality has been encouraged in his domestic expenditure during the plentiful gains of better times, and the task of retrenchment is difficult to begin. Such are the teachings of history. And the story has been repeated of multitudes of our merchants. Their troubles are told in three words, prodigality, bad debts, depreciation, and the end of it is in some cases failure and in some a temporary embarrassment. Now it is impossible for such troubles to occur frequently, or even to be seriously anticipated, without deranging general confidence, and thus causing some perturbation in the money market. One of the chief conditions of monetary ease is this confidence, which we cannot disturb in the slightest degree without the instant occurrence of responsive suffering in the loan market. It is also to be observed that such financial trouble as is due to this loss of confidence is slower of cure than such as proceeds from other causes. Thus in the great panic in England in 1866 the convulsion in the money market owed its terrific violence and its long duration not solely to the loss of capital by the failure of Overend Gurney & Co. and of a few other rotten joint stock corporations. The chief reason why the trouble cut so deep and spread so far, and was so slow to heal, was, that a shock had been given to the public confidence, and that this shock was so violent that its effects have not even now wholly passed away.

Something, we think, of this lack of confidence has been at work in our own money market. Several failures have recently been announced. Capital is proverbially timid. The fear has hastily spread itself that other failures were coming. A few of the more imaginative have communicated their doleful prognostications to others, and thus, without any very sound tangible reason, there has sprung up an apprehension which, if it were not checked, might do much harm. Happily, these fears cannot last long. It is notorious that there is no ground for any such general apprehension. A few rash, sanguine merchants have speculated too far and got out of their depth. A few others have been profuse or unfortunate,

or otherwise embarrassed. But these are exceptions. The great body of our mercantile credits are good. And instead of being dispirited because here and there a failure occurs, we have cause for much gratification that, with all the financial commotions and violent panics which have signalized our paper money era, we have kept our mercantile credits so good and have had so few failures.

From what has been said it will be seen that we do not regard as worthy of much notice, the opinions of the desponding few who are beginning to revive the oft repeated predictions of a general panic. If these prophets have their use it is rather in deterring from rash ventures and speculative schemes men of limited prudence and inadequate capital, than in offering to thoughtful observers any credible and instructive opinions as to the present phenomena or future charges of the loan market.

NO INFLATION FROM THE NEW BANK NOTES.

Notwithstanding the objections urged in some quarters against the opinions frequently expressed in the CHRONICLE that the Currency bill of July last would not, for some time to come, have much effect in expanding the circulation, the facts so far have confirmed that opinion; and the gold speculators, by whom it was denied, have had but small success in their manipulations for advancing the premium. There are several reasons why the anticipated inflation is delayed. The new banks are not organizing very rapidly, the business area of the country is expanding, and the active movements of our interior exchanges are receiving so large an increase every year that the volume of currency they require is greater now than ever before. Hence an addition of currency, which would have caused mischief two years ago, will now be less appreciable, especially during the activity of the fall trade, when so much more currency is wanted for the legitimate business of the country. In view of these facts, it is not surprising that disappointment has overtaken the speculators, who were so sanguine a few months ago that gold would rise with great rapidity this fall, and that the other financial symptoms incident to currency expansion would before now have been developed. Their error has led some persons to revive the exploded theory that the volume of the currency can be enlarged with impunity, and that great additions can be made to an irredeemable paper currency without either deranging the money market or depreciating the standard of the circulation. These mistakes in practice and in theory have caused heavy losses to not a few of the shrewdest men in Wall street. Hence we are reminded how imperfect is the general apprehension of the true nature of the currency and of the simple laws by which it regulates its movements. A glance at the Currency bill, from which so much speedy inflation was predicted, should have served to refute the prediction. The bill, it is true, adds 79 millions to the existing mass of National bank notes, and raises the authorized aggregate from 300 millions to 354 millions. But these new notes cannot be issued without considerable delay. In fact, during the past four months there have been but about four millions of new capital added to the National Bank aggregates. If the inducements offered have not been found strong enough to attract more capitalists, and to stimulate the organization of a greater number of new banks, we may be quite sure that, except some changes be made in the law, the danger of early expansion of the currency from this source does not promise to give much help to the schemes of the gold speculators.

But, secondly, these gentlemen should remember that the 79 millions of new bank notes are not to be issued without some corresponding contraction. As the new notes are issued from month to month, and after they are issued, an equal amount of three per cent certificates of indebtedness will be

called in and paid until the whole of the 45 millions has been cleared away. It is not easy to foresee the exact order in which the various forces thus set in operation will strike the money market. The issue of notes by itself would tend to expansion, but the calling in of an equal sum in greenbacks or in their equivalent—the Clearing House certificates—would tend to contraction. Much depends, too, upon the time when the movement takes place. In the Summer or at other seasons when the currency is inactive the expansion would be most felt, while in the Fall and whenever business is active any considerable contraction of greenbacks or their equivalent would be almost intolerable, for experience shows that greenback contraction in busy times is imperfectly compensated by expansion of bank notes, which cannot be used for bank reserves or for Clearing House balances. However this may be, enough is evident to show that in the bill before us the elements of contraction are quite prominent, and perhaps more active and irregular and dangerous than the elements tending to expansion.

To all this it is replied, first, that the three per cent certificates may not come in as fast as they are called, and that the banks may prefer to keep them even after the interest is stopped; and, secondly, that the law provides that nearly nine millions of notes may be issued without any corresponding withdrawal of greenbacks or three per cent certificates. This is true. And both these points are worthy of consideration. But we may be well assured that from neither of these sources can much relief be promised to the money market until the law has been for some time in operation. And, moreover, there will by that time be a growing apprehension among the Eastern banks about the 25 millions of circulation which they are required to give up for the benefit of the new banks in the West and South.

There is, therefore, but little ground for surprise that symptoms of inflation and expansion have not developed themselves in Wall street and elsewhere in consequence of the new bank bill. That measure will undoubtedly cause alternate enlargement and contraction in the current of the circulation, but from all that appears these tidal changes will come on so slowly that no great trouble may result. But is it certain that the 79 millions of bank notes to be added to the circulation will be more efficient than the 70 millions of greenback certificates and bank notes which are to be withdrawn therefrom? This awaits the test of experience, for it is a cardinal principle of financial science that the expansive force of paper money is to be computed, not simply from its volume, but from its efficiency also. If the new national bank notes which are about to pour themselves into the current of our circulating money are not more efficient than the mass of currency we remove to make room for them, then it is asked what permanent inflation can result? Another point connects itself with the amazing activity of the National commerce and the rapid growth of our internal trade. It is urged that for this commerce and trade the amount of currency required is now at least 100 millions more than four or five years ago. Consequently the argument claims that our currency will be relatively the same as if it had been reduced 90 millions, even should 9 or 10 millions of new extra notes be issued by the National banks.

Our best authorities, we believe, by no means assent to the proposition that so large an amount as 100 millions of currency is legitimately absorbed in doing the business of the country, in addition to what was used for that purpose in 1866; but still there is little doubt that forty or fifty millions of greenbacks have found their way to the South and West, where they for the most part remain, and will perhaps never return here except as mutilated notes, to be replaced by new greenbacks. This absorption has certainly had the

effect of diminishing the excess of currency over its legitimate volume. And the speculators for an advance in the gold premium who rely on the expansion of the currency as one of the factors in their calculations, will do well to give to this fact all the prominence it demands.

THE GOVERNMENT OF GREAT CITIES

The problem how to govern well the crowded population of a great city is one of the most difficult now before thinking men. It does not attract attention only in the United States, but on the continent of Europe, also, it has been the subject of close study both of philosophical theorists and of practical statesmen. The importance of it is easily seen.

The principal cities of the world are growing, in these days far more rapidly than the country around them. The tendencies of our civilization are to stimulate their growth. As industrial arts improve, as agriculture becomes more productive, as all the labors which are the fundamental supports of life come to require fewer hands, men are crowded together for manufactures and trade, and, with the natural increase of the class which has leisure and follows intellectual pursuits, gravitate towards the largest masses of population.

The part, also, which great cities play in the affairs and destinies of the world is far greater than they could claim, merely from the proportion of the whole people who live in them. That "Paris is France" may not be literally true, nor that Boston is Massachusetts; but no one can doubt that France is much more under the control of Paris than under that of twice the same number of people anywhere else in that country; nor that the intelligence, opinions, character and history of Massachusetts are better represented by Boston than by any other part of that commonwealth. Moreover, cities require more government—that is, the work of maintaining civil order is far greater in them than is needed elsewhere. A crowded population is filled with excitement and temptations. It is always a storehouse of wealth, and thus a source of corruption and an incentive to crime.

Another important fact in this connection is that the history of great cities, on the whole, shows in their government a degeneracy that may fairly be called progressive. It was much more satisfactorily conducted many generations ago than it is now. During the middle ages there were in Europe free cities, some of them of great size, whose municipal administration seems to have been the political success of the times. The government of great nations was then commonly mismanaged, and almost always conducted for the benefit of particular persons, not of the whole community. But that of several great cities was in reality a commonwealth, in which every citizen had his rights respected and enforced, and in which the laws were honestly obeyed. In the free trading cities of Italy and in those of the Low Countries we find instances in which the solid burghers were guided by a patriotism and public spirit which would do great credit to any community now, and in which order was preserved, property protected, and the honor and credit of the community maintained. The citizens were accustomed to independent action, and to free political discussion; they thus obtained an education very similar to that which our free political life gives to our citizens; and they applied all the fruits of their culture and experience in the management of their own little commonwealths. These cities became, in many instances, homes and refuges of freedom, and centres of vast political movements. But, at a later day, most of these fell under the control of sovereigns who ruled great kingdoms, and not one of them long maintained its intellectual or political importance; or, at best, its rapid growth and free, thoughtful life.

But the form of city government, and that with which we have to deal in this country, is the organization of cities which

are themselves portions and members of greater States, where the citizens of the whole State are free, and govern themselves by their own laws, but where every member of the State, whatever his home, regards the government of the city as something in which he too has a share. The great cities of the United States are generally organized under what are called "charters," granted by the whole community of which they are a part. The people of the United States make their own constitution; the people of the State of New York do the same; but the fundamental law of this vast city is not made by its citizens, but is imposed upon them from without. The citizens of great cities are treated as the wards of the State.

It is now quite evident that none of the modern forms of city government is a complete success. Monarchs have always been opposed to vast municipal growth and to municipal freedom, because both are dangerous to their power. Cities have been their favorite scene of oppression, exorbitant taxation, and of all forms of open and secret tyranny. The absurd and destructive methods they have ignorantly or wantonly adopted for supplying their treasuries have had their worst effect on cities, in retarding their growth as well as in checking their intellectual life. Paris, Vienna, St. Petersburg, and Madrid are cities which have flourished for ages as seats of despotism, but whose real glories have been crushed or impaired by their rulers, and in which discontent and the spirit of rebellion have always been in proportion to intelligence and prosperity. Their city governments have been more or less merged in the governments of the States to which they belong, and all that imperial wealth and luxury have done for their outward magnificence and for the idle classes has been sadly paid for by the degradation of the people in morals, in politics, and in industry. Paris, under Louis XIV. was the model of a city ruled by a national despotism, and from the cruel, lavish wantonness of the highest life to the grovelling misery and fierce despair of the lowest it was one great prophecy of the revolution to come. It is not with such results as this that our American cities are to be compared, and yet, in very many of them the work done by the municipal government falls plainly short of our high standard as that of despotism. The monarchies in the last century fell short of protecting the quiet industry from insolence and outrage. We demand of our city authorities the careful and universal preservation of civil order and protection against crime; but we also demand much more: public improvements of great cost, extending through every street and to every house; the improvement of rivers and harbors with docks and bridges; of public places and squares with markets, fountains and statues; the care of the public health with the use of every device of science against pestilence; the suppression and prevention of a thousand nuisances, no one of which was regarded a hundred years ago as other than the common lot of man; and, with many other functions, the administration of the immense funds which are necessary to support them all; and the fact stares us in the face that under the plan of despotism, even when all these things are done tolerably well, they are done at the cost of the free life of the people; and that under the plan of charters and of State supervision, as practiced among us, they are not done tolerably at all.

The evil is a general one. We hear more of the defects of city government in New York than elsewhere, because New York is the largest city we have. But a careful examination of their cities will show that New York is not an exception. Philadelphia and Brooklyn are perhaps quite as corruptly and inadequately governed as New York. New Orleans and Cincinnati rival it clearly. Chicago, by the testimony of its best citizens, was very recently worse gov-

erned than any of them. And if we consider the attempts that have been made to reform city governments, we shall see one general fact in them all; that no practical reform in city government has ever been wrought by charter or by State legislation, but only by the free action of the citizens themselves. The most conspicuous instance is that of Chicago, when, by the moral force of the people, the whole corrupt structure of the city was recently swept away at the ballot box, and the best citizens were called to fill the municipal offices. But every attempt, and they have been many to reform the government of cities by acts of the legislature, and by new charters, has utterly failed. Illinois and Pennsylvania has failed as completely as New York.

The lesson of all these facts is one and simple. The true solution of the problem of city government is to be found just where the true solution of every problem of government is found—in the just principles of republicanism, that of unlimited trust in the people. Power must not be withheld from them, through any fear that they will abuse it. They may do so, but not half so basely as it will be abused if it is placed in other hands. It is the complication of the city government of New York, the want of simplicity in administration, the absence of direct responsibility, the division of executive power and accountability among many men or boards, unknown to the people, the impossibility of knowing where to strike an abuse or in whom to punish it, that were introduced by the first Reform Charter of 1857, from which all the worst corruptions of this city take their date. Admit that there was a bad mayor then, and that the Legislature merely wished to curtail his power; yet however good the motive, the work was most pernicious. A mayor, however bad, who directly represents the people, who is known to them as their agent and the possessor of power, will never venture to abuse that power as it is sure to be abused by an indefinite and little understood system of board upon board and checks upon checks, in which no one is known to the people as possessing power, and in which no act can be traced by them to its responsible source.

Give entire independence to great cities in municipal affairs, as to States in their own domain, and they at once rise in the scale of political importance and respectability; the same men who now scorn to take a part in city government become eager for the honors which are given to the foremost citizens; the wealth, intelligence and character of the people finds expression in their institutions and their administration. In short, the only perfect government ever yet maintained in great cities has been in those which, for internal affairs, formed independent commonwealths of their own, and in which the local laws and authorities, in reality, came from the people themselves, and not from the government of some larger state. Every improvement that is to be made in our system, then, is likely to be made by moving in this direction; by abolishing the leading things of "State charters," in so far as they are not demanded or desired by the citizens, and by committing the whole work of self-government to the municipality. This is the only method of reform which has never yet had a fair trial in our country.

OBSTRUCTIONS TO TRADE.*

One very serious obstacle to the general trade of the country, foreign and domestic, is the heavy Railroad tolls imposed in consequence of extensive combinations by managers of different naturally competing lines, who are thus enabled to establish exorbitant rates for freight.

This has already become an evil of great magnitude, and is evidently increasing with the constant extension of railroads, and the increase of these combinations, so that the industry of some sections of the country is already sensibly affected by it.

* From the Manuscript of the forthcoming enlarged edition of "Walker's Science of Wealth."

The results of these monopolies are two-fold: 1. They discourage production, for when it takes the value of one bushel of wheat to get another bushel to market, the inducement to raise wheat is diminished; so of all other products. The consequence is that farmers cannot afford to cultivate their least productive lands at all, except so far as they consume their own products, or find sale for them near home.

2. To increase the cost of products at the place of exportation, is to diminish trade, especially foreign commerce. All that is excessive in tolls is just so much protection to the agriculture of other countries. If it cost ten or fifteen cents per bushel more to transport wheat from Iowa to New York than it ought, the wheat grower on the shores of the Black Sea who competes with the American producer in the markets of Europe has the full advantage of it, and will increase his production and profits accordingly.

Duties upon exports which come finally into competition with foreign productions, are justly considered injurious to the industry and trade of a country; but excessive tolls have the same effect, besides being more objectionable from the consideration that while duties would go into the public treasury, and constitute a part of the national revenue, and thus relieve the whole people of a part of the public burdens, tolls only enrich the few who own or manage railroads.

This evil, already great, will doubtless become more and more onerous until Congress interferes by some general legislation upon the subject. It is not our province to argue a point of Constitutional Law, but if Congress has the power "to regulate commerce with foreign nations and among the several states" it would seem quite clear that it had a right to legislate upon a matter so essential to the very existence of commerce, and the welfare of the different sections of the Union as that of internal transportation. Foreign commerce has ever been under the special guardianship of the national legislature, but how much more so, ought the domestic trade of the country to receive its watchful supervision, that no obstacle be interposed to the most free and full development of the national industry.

We think this subject worthy of immediate attention on the part of our statesmen as well as the general public. Ought not the entire railroad system to be placed under the care and control of the Secretary of the Interior, duly authorized to require such returns annually, or oftener, of all railroad and transportation companies, as will afford definite information upon every point essential to a full understanding of their operations, their organization and management? If a Comptroller of the Currency is necessary, why not a Comptroller of Railroads?

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON— NOV. 11.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.17 @ 11.17½	Nov. 10.	short.	11.82 @ —
Antwerp.....	3 months.	25.25 @ 25.40	Nov. 9.	"	25½ @ —
Paris.....	"	25.60 @ 25.70	"	"	"
Paris.....	short.	Nominal.	"	"	"
Vienna.....	3 months.	12.55 @ 12.65	Nov. 10.	3 mos.	121.15
Berlin.....	"	6.26½ @ 6.27	"	"	6.23½ @ —
Frankfort....	"	120½ @ 120½	"	"	119.25
St. Petersburg	"	29½ @ 29½	Nov. 11.	"	80 11-16
Cadiz.....	"	49½ @ 49½	"	90 days.	"
Lisbon.....	90 days.	52½ @ 52½	"	"	"
Milan.....	3 months.	26.60 @ 26.70	"	"	"
Genoa.....	"	"	"	"	"
Naples.....	"	"	"	"	"
New York.....	"	"	Nov. 11.	60 days.	109½
Jamaica.....	"	"	Oct. 8.	"	1 p. c. pm.
Havana.....	"	"	Oct. 7.	60 days.	19½ p. c.
Rio de Janeiro	"	"	Oct. 17.	90 days.	21½
Bahia.....	"	"	Oct. 10.	"	21½ @ 22
Valparaiso....	"	"	Oct. 8.	"	44½ @ 45½
Pernambuco...	"	"	Oct. 12.	"	21 @ 21½
Singapore.....	60 days.	4s. 5d.	Oct. 20.	6 mos.	4s. 5½ d.
Hong Kong...	"	4s. 5d.	Oct. 25.	"	4s. 4½ d.
Ceylon.....	"	2 p. c. dis.	Oct. 1.	"	3 @ 5½ p. c.
Bombay.....	"	1s 10½ d.	Nov. 5.	"	1s. 10 18-16d.
Madras.....	"	1s 10½ d.	Oct. 4.	"	1s. 10½ d.
Calcutta.....	"	1s 10½ d.	Nov. 5.	"	1s. 10½ d.
Sydney.....	30 days.	½ dis.	"	"	"

[From our own Correspondent.]

LONDON, Saturday, November 12, 1870.

The negotiations for an armistice having broken down on the question of the re-victualling of Paris, there has been a return of despondency in commercial circles, and of much anxiety with regard to the future. The news received from some of the neutral powers has received an unfavorable interpretation in this country. The position that Bavaria is to occupy in the Germanic Confederation has for some time past been the theme of anxious conversation, and from all the

statements which have yet been published, the part only can be gathered, that if possible, she is determined to be as independent as possible, and has evenced a determination to have the control of her own military power and organization. Again, Prussia has taken offence at Austria for having armed at the commencement of the war, and having been one of the powers which joined with England in urging the belligerents to accept an armistice with a view to testing the opinion of France respecting the war. And lastly, Russia desires a modification of the treaty of 1856, which, if not complied with, might, now that France is so coniferable to give material aid to England, lead to trouble in the East, as soon as the winter is over. It almost seems as if the state of continental politics, instead of becoming more simple, was becoming more complicated, and much more serious. The signatories, however, to the treaty of 1856 may think it opportune or right to grant what Russia proposes, but it can scarcely be doubted that the demand is a grave one, and that the opportunity has been seized for making it when Russia, should she resort to force, would have no one except Turkey herself to opposer her, for I think that the feeling of this country is not in favor of fighting on this question again. The successes gained by the French at Orleans, and the recapture of that city, are also calculated to protract a war which, it was thought only a few days back, was about to terminate; and a few successes such as these might so inspirit the French nation, that the German forces might find there position untenable before the walls of Paris. With the increased uncertainty which exists, it cannot be surprising, therefore, that trade has resumed the very quiet appearance peculiar to it last month, and as the close of the year is not far distant, we can scarcely hope for a return of activity this year.

The money market has given indications of increased ease. Fresh enterprise being almost dead, and trade being very quiet. No means are afforded of diminishing our immense supplies of idle money. The directors of the bank of England have made no change in their rate of discount; but in the open market, a reduction of $\frac{1}{4}$ to $\frac{1}{2}$ per cent has taken place, and there is certainly nothing to justify a higher rate. The position of the bank continues to improve; large supplies of the precious metals continue to reach our ports, and it seems pretty evident that when the war shall terminate, we shall be in the most favorable position to meet the demands which will be made upon us. The prospect for next year is not very encouraging, for provisions of all sorts are likely to be dear, owing to the waste occasioned by the war, and to the loss of the powers of production of such a large number of men in Germany and France. It is argued, however, that should there be peace early in the next year, a great demand would arise for all kinds of goods and provisions from which we should derive great benefit. But the dearness of provisions here, and in France and Germany would tend to curtail the demand for manufactured goods, and hence the trade in those articles may not be so active as might have been expected. The position of affairs would, nevertheless, be very encouraging and profitable to the agricultural interests of the United States, for the demand for breadstuffs, bacon, pork, &c., is certain to be very great. The rates of discount are as follows:—

1869.	1870.	1869.	1870.
Bank minimum.... 3 @ ..	2½ @ ..	4 months' ba'k bills 3½ @ 3½	2½ @ 2½
Open-market rates:		6 months' ba'k bills 3½ @ 3½	2½ @ 3
3 and 60 days' bills 3 @ ..	2½ @ ..	4 and 6 trade bills.. 4 @ 4½	3 @ 3½
3 months, bills..... 3½ @ ½.	2½ @ ..		

The rates of interest allowed by the joint stock banks and discount houses for deposits are as under:

	1869.	1870.
Joint stock banks	2	1½
Discount houses at call	2	1½
Discount houses with 7 days' notice.....	2½	1½
Discount houses with 14 days' notice.....	2½	1½

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation of English Wheat, the price of Middling Upland Cotton, and of No. 40 mule Yarn, compared with the four previous years:

	1866.	1867.	1868.	1869.	1870.
Circulation.....	23,869,584	24,783,830	24,531,337	24,154,913	24,797,715
Public deposits.....	5,145,772	5,145,163	4,744,758	3,515,892	4,886,033
Other deposits	15,687,127	13,691,673	19,248,711	17,848,517	18,644,151
Government securities 12,304,391	12,319,203	15,485,874	13,811,953	12,325,862	
Other securities.....	19,061,233	16,682,646	16,317,065	16,090,129	16,081,392
Reserve	8,867,762	13,089,156	10,422,535	9,714,077	13,186,369
Coin and bullion	17,144,607	22,238,806	19,358,850	18,273,257	21,930,334
Bank rate	4 p. c.	2 p. c.	2 p. c.	3 p. c.	2½ p. c.
Consols.....	89½	91½	91½	93½	93
Price of wheat.....	57s. 2d.	70s. 1d.	52s. 3d.	47s. 1d.	49s. 9d.
Mid. Upland cotton... 14d.	8½d.	10s. ¾d.	11s. ½d.	9s. 0d.	
No. 40 mule yarn, fair 2d quality.....	1s. 7d.	1s. ½d.	1s. ½d.	1s. 2½d.	1s. 2½d.

On the Continent there is very little change to notice in the rates, but at Brussels they have somewhat declined. The following are the quotations at the leading cities:

	B'k rate 1869.	Op. m'kt 1870.	B'k rate 1869.	Op. m'kt 1870.
At Paris.....	2½	6	2½	—
Vienna.....	5	6	5	5
Berlin.....	5	4½	4	3½
Frankfort.....	4	4	4	3½
Amst'rd'm.....	5	4	5	3½
Turin.....	5	6	5	6
Brussels.....	2½	3½	2½	3½
Madrid.....	5	5	5	5
Hamburg.....	4	—	4	3½
St. Peters burg.....	6	8	6	6

Owing to the fear of increased Continental complications, bills on Vienna and Russia have been largely offered, and the rates have receded about 2 per cent. Bills on Italy and Belgium have been in demand, but as regards other countries there is a diminished inquiry.

There is no demand for gold for export, and the silver market is very quiet, without material alteration in the quotations. The following prices of bullion are from the circular of Messrs. Pixley, Abell, Langley & Blake:

GOLD			
Bar Gold	per oz. standard.	s. d.	s. d.
do fine.....	do	77 9	@ —
do Refinable.....	do	77 9	@ —
Spanish Doubloons.....	per oz.	77 11	@ —
South American Doubloons...	do	78 8	@ —
United States gold coin.....	do	76 8	@ —
SILVER.			
Bar Silver Fine.....	per oz. standard.	5 0½	@ —
do do containing 5 grs. g'd ..	per oz. standard.	5 1	@ —
Fine Cake Silver	per oz. no price.	—	@ —
Mexican Dollars.....	(last price) per oz.	4 10½	@ —
Spanish Dollars (Carolus)	per oz.	—	none here.
Five franc pieces.....	per oz.	—	none here.

From causes which have been already alluded to, the stock markets have been very flat, and in the value of foreign stocks a heavy fall has taken place. Turkish and Russian stocks have been greatly depressed to-day, owing to the demand which, it is understood, has been made, for a revision of the treaty of 1856. Italian stocks are also weaker and Spanish descriptions have declined considerably on the rumor that a large amount of pledged stock will be delivered at the settlement on Tuesday. A feature of considerable importance is that all American Government securities are firm in price. State securities, such as Massachusetts and Virginia, have also attracted more attention. The following are the highest and lowest prices of consols and of the principal American securities on each day of the week:

	Monday.	Tuesday.	Wed'ay.	Thu'ay.	Friday.	Sat'day
Consols.....	92½-93½	93½-93½	93½-93½	93½-93½	93½-93½	92½-93
U. S. 5-20's, 1882	89½-89½	89½-89½	89½-89½	89½-89½	89½-89½	88½-88½
U. S. 5-20s, 1884	87 -89	87 -89	87 -89	87 -89	87 -89	86 -88
U. S. 5-20s, 1885	88½-88½	88½-88½	88½-88½	88½-88½	88½-88½	87½-88
U. S. 5-20s, 1887	90½-90½	90½-90½	90½-90½	90½-90½	90½-90½	90 -90
U. S. 10-40s, 1904.....	87½-88½	87½-88½	87½-88½	87½-88½	87½-88½	86½-87½
Atlantic & G't West. consol'd mort. b'ds	29 -30	28½-29½	28½-29½	28½-29½	28 -29	27 -28
Erie Shares (\$100).....	18½-18½	18½-19	18½-19	19½-19½	18½-19	18½-19
Illinois shares (\$100).....	112½-113½	113½-113½	112½-113	112½-113	112½-113	111 -

Trade is generally very quiet. Cotton has become very inactive during the last few days. The following relates to the trade of Manchester:

The quietness and flat feeling which began to overcloud this market at the beginning of the week, in consequence of the abrupt termination of the negotiations for an armistice, have continued without intermission ever since, and have even become more intensified to-day. Prices have declined since Tuesday, still the market can scarcely be called depressed, since producers are sufficiently well engaged to enable them to abstain from forcing sales. They have, however, shown a greater willingness to accept offers for distant delivery than on Tuesday, but in giving out orders for prompt execution buyers do not get much advantage. Since the beginning of the week nothing has occurred to give an impetus to prices, and buyers have had no incentive to make purchases which are not imperative, further than the concessions which producers are willing to make, but which are apparently not sufficient so far to induce new business. The continuance of the war is discouraging, particularly to the continental buyers, who bought pretty largely ten days since. Unfortunately there is nothing in the attitude of either of the belligerent powers to encourage hopes of peace for some time. A settled conviction appears to have fastened upon this market that the war will now go on for some time longer, and the hopes which animated the cotton market so strongly last week have been dissipated. Buyers consequently look for lower prices as soon as the present contracts in the hands of producers begin to run out or approach a termination.

The following statement shows the imports and exports of cotton into and from the United Kingdom, from September 1 to November 10, compared with the corresponding period last year:

	1870.		1869.	
	Imports.	Exports.	Imports.	Exports.
American.....	bales 119,148	37,958	67,439	25,238
Brazilian.....	70,625	10,312	99,029	15,210
East Indian.....	381,004	119,962	523,563	135,456
Egyptian.....	24,591	1,181	17,605	1,222
Miscellaneous.....	112,833	1,397	22,877	4,332
Total.....	708,201	170,805	735,513	181,458

The wheat trade has shown signs of increased firmness, and the farmers have obtained former prices more readily. On the whole, a quiet and steady trade is in progress. The young wheat plant looks extremely healthy.

The following statement shows the imports and exports of cereal produce into and from the United Kingdom during last week and since the commencement of the season, compared with the corresponding periods last year:

	FOR THE WEEK ENDING NOV. 5.		1870.		1869.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Wheat.....	cwt. 678,529	32,523	1,028,400	5,657		
Barley.....	185,692	133	212,212			
Oats.....	327,173	2,807	240,306	1,037		
Peas.....	26,305	126	30,859	194		
Beans.....	28,079	50	21,334			
Indian corn.....	330,278	630	412,338	22		
Flour.....	103,107	2,367	135,500	380		
SINCE THE COMMENCEMENT OF THE SEASON (AUG. 28).						
Wheat.....	cwt. 7,004,098	581,920	9,434,584	69,184		
Barley.....	1,257,875	3,444	1,144,065	2,322		
Oats.....	2,007,889	210,048	1,833,282	4,846		
Peas.....	193,409	25,511	159,733	2,832		
Beans.....	252,465	418	343,060	24		
Indian corn.....	4,954,068	17,049	4,808,457	2,051		
Flour.....	949,423	820,563	1,424,346	3,670		

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary :

London Money and Stock Market.—This market closed dull, prices, with the exception of Atlantic and Great Western, showing an advance.

Table with columns for days of the week (Sat. to Fri.) and various market items like Consols for money, U.S. 6s, U.S. 10-40s, etc.

The daily closing quotations for U. S. 6's (1862) at Frankfort were—

Table showing quotations for U.S. 6's at Frankfort for Saturday, Monday, Tuesday, Wednesday, Thursday, and Friday.

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market for breadstuffs closed quiet, prices generally showing a decline.

Table with columns for days of the week (Sat. to Fri.) and various breadstuffs items like Flour, Wheat, Barley, Oats, Peas.

Liverpool Provisions Market.—This market closed quiet, prices showing a decline.

Table with columns for days of the week (Sat. to Fri.) and various provisions items like Beef, Pork, Bacon, Lard, Cheese.

Liverpool Produce Market.—This market remains quiet, the prices of common rosin and tallow show an advance.

Table with columns for days of the week (Sat. to Fri.) and various produce items like Rosin, Petroleum, Tallow.

London Produce and Oil Markets.—These markets close quiet, the prices of Calcutta linseed and linseed oil showing an advance.

Table with columns for days of the week (Sat. to Fri.) and various oil and produce items like Lins'd c'ke, Linseed, Sugar, Sperm oil, Whale oil, Linseed oil.

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS.

The following are the changes in the Redeeming Agents of National Banks for the week ending Nov. 23, 1870. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

Table with columns: LOCATION, NAME OF BANK, REDEEMING AGENT.

New National Banks.

List of banks organized since our last report, November 17, 1870: Official No. 1,736—"The City National Bank of Se'ma," Alabama. Capital, \$100,000. James Isbell, President; William P. Armstrong, Cashier.

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show a slight decrease in dry goods, but there is a considerable increase in general merchandise. The total imports amount to \$6,219,745, against \$4,906,600 last week, and \$4,173,103 the previous week. The exports are \$4,348,804 this week against \$5,808,002 last week, and \$5,181,858 the previous week. The exports of cotton the past week were 16,366 bales, against 13,619 bales last week. The following are the imports at New York for week ending (for dry goods) Nov. 18 and for the week ending (for general merchandise) Nov. 19 :

FOREIGN IMPORTS AT NEW YORK FOR THE WEEK.

Table with columns for years (1867, 1868, 1869, 1870) and various import categories like Dry goods, General merchandise, Total for the week.

In our report of the dry goodstrade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending Nov. 22.

EXPORTS FROM NEW YORK FOR THE WEEK.

Table with columns for years (1867, 1868, 1869, 1870) and various export categories like For the week, Previously reported, Since Jan. 1.

The value of exports from this port to different countries (exclusive of specie) since January 1, compared with the corresponding time of last year, is shown in the following table :

Table with columns: To (countries), Since Jan. 1, 1870, Same time 1869. Lists countries like Great Britain, France, Holland and Belgium, etc.

The following will show the exports of specie from the port of New York for the week ending Nov. 19, 1870 :

Table with columns: Date, Location, Amount. Lists exports from Nov. 14 to Nov. 19.

Total for the week. Previously reported.

Totals since Jan. 1, 1870.

Table with columns: Same time in (years 1869-1861), Amount. Compares weekly totals with same time in previous years.

The following shows the imports of specie at this port during the past week :

Table with columns: Date, Location, Amount. Lists imports from Nov. 11 to Nov. 14.

Total for the week. Previously reported.

Total since Jan. 1, 1870.

Table with columns: Same time in (years 1869, 1868), Amount. Compares weekly totals with same time in previous years.

NATIONAL TREASURY.—The following forms present a summary of certain weekly transactions at the National Treasury and Custom House.

1.—Securities held by the U. S. Treasurer in trust for National banks and balance in the Treasury :

Table with columns: Week ending, For Circulation, For U.S. Deposits, Total, Bal. in Treas., Currency, Coin, etc.

2.—National bank currency issued (weekly and aggregate), in return for bills destroyed and mutilated bills returned (weekly and aggregate) with the amount in circulation at date :

Week ending.	Notes issued for ret. d.		Mutilated notes burned.		Notes in Circulation
	Current week.	Aggregate.	Current week.	Aggregate.	
May 7.....	291,170	22,799,225	202,000	23,027,446	299,543,632
May 14.....	251,520	23,050,745	239,400	23,316,846	299,512,553
May 21.....	255,500	23,306,245	305,341	23,622,187	299,447,712
May 28.....	313,810	23,619,855	286,480	23,908,667	299,474,842
June 4.....	279,010	23,885,255	225,930	24,134,597	299,505,024
June 11.....	281,770	24,150,855	292,750	24,224,437	299,504,082
June 18.....	241,158	24,395,013	302,900	24,729,247	299,302,932
June 25.....	313,810	24,729,685	301,326	25,030,573	298,467,446
July 2.....	275,010	25,004,695	473,200	25,503,773	299,269,006
July 9.....	178,245	25,182,940	98,365	25,602,138	299,348,826
July 16.....	333,505	25,516,445	313,150	25,915,283	299,389,241
July 23.....	235,780	25,755,225	277,070	26,152,238	299,404,721
July 30.....	229,710	25,984,935	169,000	26,321,238	299,537,364
Aug. 6.....	233,235	26,223,170	345,006	26,666,339	299,437,049
Aug. 13.....	174,610	26,397,730	281,500	27,715,400	299,406,984
Aug. 20.....	257,495	26,650,275	338,250	27,256,038	299,390,529
Aug. 27.....	355,440	27,005,715	247,950	27,514,018	299,685,409
Sept. 3.....	241,200	27,246,915	769,500	28,303,578	299,390,064
Sept. 10.....	398,460	27,645,575	360,000	28,662,518	299,435,629
Sept. 17.....	365,380	28,010,725	320,650	28,933,168	299,538,226
Sept. 24.....	335,420	28,349,145	423,200	29,406,368	299,560,149
Oct. 1.....	267,910	28,635,035	423,600	29,829,968	300,089,639
Oct. 8.....	421,000	29,052,093	447,650	30,277,618	300,165,516
Oct. 15.....	318,037	29,370,135	380,900	30,658,518	300,202,409
Oct. 22.....	471,330	29,841,465	249,150	30,907,668	300,831,009
Oct. 29.....	641,170	30,432,685	271,870	31,179,468	301,899,359
Nov. 5.....	353,420	30,836,055	386,800	31,566,268	302,202,179
Nov. 12.....	205,130	31,041,682	448,950	32,015,218	302,361,364
Nov. 19.....	243,930	31,285,612	361,920	32,377,138	302,949,801

3.—Fractional currency received from the Currency Bureau by U. S. Treasurer and distributed weekly; also the amount destroyed, and legal tenders distributed:

Week ending.	Fractional Currency.			Leg. Ten Distrib'd
	Received.	Distributed.	Destroy'd	
May 7.....	39,000	1,810,059	621,100	894,468
May 14.....	504,000	796,539	531,200	1,814,047
May 21.....	497,500	861,803	812,700	321,631
May 28.....	604,000	156,745	726,763	620,959
June 4.....	583,500	657,760	448,870	1,513,636
June 11.....	762,500	378,755	585,900	265,000
June 18.....	745,500	952,891	560,200	1,334,072
June 25.....	733,000	812,516	605,373	1,631,629
July 2.....	298,500	238,195	.....	250,529
July 9.....	413,000	552,493	419,500	519,430
July 16.....	557,000	292,503	612,400	359,962
July 23.....	599,000	830,141	584,500	667,161
July 30.....	620,000	221,348	520,000	335,332
Aug. 6.....	767,500	513,114	753,500	1,520,591
Aug. 13.....	1,085,500	898,269	599,200	2,888,724
Aug. 20.....	418,000	779,506	495,600	1,976,153
Aug. 27.....	432,000	471,922	588,800	602,158
Sept. 3.....	458,008	430,215	729,900	3,284,989
Sept. 10.....	420,000	719,590	493,100	1,804,859
Sept. 17.....	419,500	262,293	664,300	1,092,128
Sept. 24.....	409,000	806,015	500,000	1,475,772
Oct. 1.....	442,500	167,337	583,200	4,079,543
Oct. 8.....	441,000	1,393,159	512,874	896,298
Oct. 15.....	423,000	280,509	507,500	3,079,728
Oct. 22.....	552,500	455,444	633,200	2,118,560
Oct. 29.....	522,000	974,375	333,516	1,826,266
Nov. 5.....	493,000	495,650	647,100	2,256,631
Nov. 12.....	378,000	740,973	555,877	1,305,887
Nov. 19.....	548,000	313,121	758,800	1,591,768

Immigration at New York.—The following shows the movement as reported by the Commissioners:

From Sept. 30, 1819, to Dec. 31, 1860, the total number of immigrants arriving at this port was 5,062,414. From May 5, 1847, (when the Commission was founded), to Jan. 1, 1870, the total of immigrant arrivals was 4,297,980; of which number of 1,664,009 were from Ireland, and 4,186,254 were from Germany.

The arrivals for 1870, down to Nov. 1, are as follows:

January.....	4,618	June.....	32,464
February.....	5,877	July.....	19,314
March.....	12,091	August.....	15,994
April.....	27,762	September.....	12,064
May.....	46,828	October.....	13,225
Total.....	169,537		

Adding this amount to the total number of immigrants since May 5, 1847, (4,297,980), we find that, while the present commission has been in operation, there have arrived at this port, down to the 1st of November, 1870, a grand total of 4,457,517 immigrants.

The comparative immigration of Irish and Germans since 1847 has been as follows:

Year	From Ireland.		From Germany.	
	Irland.	Germany.	Irland.	Germany.
1847.....	52,946	53,180	1859.....	32,652
1848.....	98,161	51,973	1860.....	47,380
1849.....	112,591	55,705	1861.....	25,784
1850.....	117,038	45,535	1862.....	32,217
1851.....	163,306	61,919	1863.....	92,157
1852.....	118,134	118,611	1864.....	89,399
1853.....	113,164	119,644	1865.....	70,462
1854.....	82,332	176,986	1866.....	68,047
1855.....	43,043	52,892	1867.....	65,134
1856.....	44,276	56,143	1868.....	47,571
1857.....	57,119	80,974	1869.....	66,204
1858.....	25,075	31,374		
Total.....	1,644,009		1,616,355	

During the present year the comparative emigration from Ireland and Germany has been as follows:

January.....	1,012	2,140	June.....	9,606	12,925
February.....	1,403	1,634	July.....	5,361	7,422
March.....	3,409	4,142	August.....	5,389	3,346
April.....	9,799	8,726	September.....	4,634	1,330
May.....	13,727	18,370	October.....	4,436	3,792
Total to Nov. 1.....	55,376		63,377		

The German immigration would have been even greater but for the war in Europe. As it is, it exceeds the Irish immigration for this year by 5,001; but in the grand aggregate, since 1847, the Irish are ahead, 27,755 up to Nov. 1, 1870.

Grand Trunk Railway—Report for the Half-Year Ending June 30, 1870.—The main line of the Grand Trunk Railway of Canada extends from Detroit, Mich., by way of Port Huron, Toronto,

Kingston and Montreal, to Portland, Me., a distance of 851 miles. The section of this line between Detroit and Port Huron, 59 miles, and between Portland and Island Pond, N. H., 150 miles, comprising the part of the line in the United States, are leased by the Grand Trunk Company. It owns also a branch from Richmond, 76 miles east of Montreal, northeastward past Quebec to Rivier du Loup, a distance of 222 miles, which has itself a branch from Arthabaska northward, to Three Rivers, 35 miles, and a line 40 miles long known as the Montreal, Lachine & Province Line Railway. It operates under a lease, in addition to the sections named above, the Buffalo & Lake Huron Railway from Fort Erie (opposite Buffalo) northwestward to Goderich 168 miles, and the Montreal & Champlain Railroad from Montreal southward to Rouse's Point, New York, 49 miles. The entire length of lines owned is 958 miles, of lines leased, 419 miles, total, 1,377 miles.

The following report for the last half year was made at the meeting of stockholders on the 27th ult.:

July, 1869.		July, 1870.	
£674,621..	The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been.....	£704,567	
	Deduct the ordinary working expenses (being at the rate of 69.96 per cent) against 69.96 of the		
455,958..	corresponding half of last year.....	£192,921	
	The renewals, &c., of the permanent way and		
77,039..	works in the half year debited to revenue ..	66,781	559,703
	Leaving an available balance earned in the half		
141,624..	year of.....	£144,865	
24,841..	Deduct loss on American currency.....	7,187	
£116,783	Balance.....	£137,708	

To this sum of £137,708 has to be added the balance carried from the net revenue account of the last half-year of £1,618; making a total balance of £139,326. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of £19,722; leaving the balance of £119,604.

Comparing this half-year with the corresponding period of 1869 there is an increase of £1,935 in the passenger receipts, and of £28,011 in the freight receipts, making a total increase in the gross receipts of £29,946. The number of passengers carried was 700,384, against 655,850, and the gross freight tonnage conveyed was 612,959, against 520,881, showing an increase in passenger traffic of 6.78 per cent., and in goods traffic of 17.67 per cent. But the average receipt per passenger was only 6s. 5d. against 6s. 9d., and per ton of goods, only 15s. against 16s. 6d. These figures explain the reason why the receipts have not increased in the same proportion with the traffic carried, the reason for this being found in the destructive competition which was carried on between the several lines of railroad from New York to Chicago.

Mobile and Montgomery Railroad.—The receipts from operations of this road for the years ending April 30, 1869 and 1870, were as follows:

	1869.	1870.
From passengers.....	\$165,420 49	\$226,528 27
From freight.....	216,652 62	304,692 51
From express.....	14,867 42	21,545 49
From Government transp.....	20,000 00	2,974 01
From mail's.....	18,800 00	18,600 00
From incidentals.....	10,331 26	4,343 20
	\$444,921 79	\$579,632 48

Expenses, viz:		
Conducting transportation.....	\$97,061 22	\$123,478 41
Motive power.....	80,044 80	108,670 56
Maintenance of way.....	106,732 06	158,169 72
Maintenance of cars.....	30,731 22	44,346 41
Steamboat expenses.....	29,525 58	39,187 93
Taxes.....	4,021 44	21,618 49
	\$348,116 32	\$492,531 52
	\$96,805 47	\$87,150 96

Net receipts.....

The President in his report says:

The net earnings for the year ending April 30, 1870, as shown by the report of the Superintendent, provides for the purchase of 679 tons of new rails; for the payment of interest on the outstanding debts of every description upon which it had to be paid up to the close of the fiscal year; and leaving a balance of \$2,181 04 due to preferred stock, which is placed on the books of the company, to the credit of that account, the sum being too small to make a dividend. It assumes the character of a special fund, borrowed from the preferred stockholder, and it is hoped the net earnings of the coming year will so add to it as to enable us by June 1, 1871, to declare a dividend on this class of the capital stock. Upon reference to the condensed general statement of the condition of the company, which accompanies this report, it will be seen, comparing it with the statement of last year, that a large amount of the debt then outstanding in the name of the old companies has been arranged:

There was then outstanding in the name of the Alabama and Florida Railroad Company.....	\$609,310 57
Mobile and Great Northern Railroad Company.....	72,089 16
Making total.....	\$681,349 73
There is now outstanding in the name of the Alabama and Florida Railroad Company.....	\$126,800 00
Mobile and Great Northern Railroad Company.....	27,000 00
Total now outstanding.....	\$153,800 00

Of the debts due by the Alabama and Florida Railroad Company \$53,800 is on second and third mortgage bonds that have never been presented, and the holders are unknown to the company. They will no doubt come in during the year. The remainder of the debt is for the first mortgage bonds of the Mobile and Great Northern Railroad Company and the bonds of the Alabama and Florida Company, endorsed by the directors of said company. As the terms for settling this indebtedness have been agreed upon, it is probable that by the end of the year there will be no debt outstanding in the name of the old companies.

The first mortgage bonds of the Mobile and Montgomery Railroad Company, issued in 1868 for.....	\$1,250,000
Have been used to the amount of.....	894,000
Leaving in hand.....	\$356,000

Which could have been sold, but it was deemed advisable not to do so, for on looking into the badly worn condition of the iron, especially through the prairie, the immediate necessity for purchasing a large amount to relay the track, and the pressing want of more engines and cars to do the work required of the road, and of increased freight houses at Montgomery, satisfied the board that the proceeds of the bonds remaining on hand would not meet these demands; and as it had further become necessary to extend the road into the city of Mobile, to preserve its position against projected competing lines, and as the only means of doing all this the Board directed that application should be made to the Legislature for the necessary aid. A bill was prepared and placed before the Legislature, passed and approved by the Governor on the 25th of February, 1870, authorizing the endorsement by the State of the first mortgage bonds of the company for \$2,500,000; \$1,000,000 to be used in paying off the mortgage and judgment liens on the road; \$500,000 for repairs and improvement of the road between Montgomery and Tensas and increase of outfit and equipment, and the remaining \$1,000,000 for extending the road from Tensas to the city of Mobile. The bonds have been prepared, dated April 25, 1870, and are payable May 1, 1900, with interest at the rate of eight per cent per annum, payable semi-annually, from May 1, 1870. The financial condition of the company, April 30, 1870, was as follows:

LIABILITIES.		ASSETS.	
Capital Stock:		Due on open account.....	309,466
Capital common stock.....	\$1,139,900	Net income due pref. stock..	2,182
Ala. & Fla. R. R. Co. com'on stock unexchanged..	90,400	Total.....	465,266
M. & G. N. R. R. Co. com'on stock unexchanged....	32,300	Total.....	\$4,535,966
Total common stock....	\$1,262,600	Cost of 164 miles road bed, with all appurtenances thereto, from Montgomery, Ala., to Tensas.....	\$3,596,166
Preferred capital stock..	1,760,300	242 pass. and freight cars....	182,895
Bonded debt secured by mortgage on road:		25 locomotives.....	271,487
First Mort'ge bonds M. & M. R. R. Co	894,000	Steamboats St. Elmo and Sumter.....	50,000
First mortgage bonds Ala. & Fla. R. R.....	3,500	Machine shop tools and materials on hand.....	51,046
Second do., do.....	34,500	Car shop tools and materials on hand.....	27,552
Third do., do.....	27,500	Roadway tools and materials on hand.....	26,592
Do., do. M. & Gt. N. R. R....	27,000	D. pot buildings at Montgomery and on line of road, machine and car shop at Montgomery and Pollard, and section houses.....	126,241
Total.....	\$986,500	Cash on hand.....	8,991
Bonded debt not secured by mortgage:		Due company on open acc't.	188,893
Income b'ds Al. & Fl. R. R..	7,300	Total.....	\$4,535,966
Bonds endorsed by Directors of Ala. & Fl. R. R. Co.....	54,000		
Total.....	\$61,300		
Floating Debt:			
Bills payable.....	153,617		

President, Charles T. Pollard; Chief Engineer and General Superintendent, G. Jordan; Auditor, George C. Ball.

Boston, Hartford and Erie Railroad.—The following is from the Boston Journal: The Boston, Hartford and Erie question was again before the United States District Court, Judge Shepley presiding, on a motion to dismiss for want of jurisdiction in bankruptcy. Immediately upon the opening of the court Mr. W. G. Russell, for the petitioners in bankruptcy, said that an arrangement had been made for a withdrawal of the motion until after a contract had been made in which all parties were agreed, that the unfinished portion of the road should be completed rather than allow it to go to waste. Under this arrangement it was intended to apply for its confirmation in the State courts, where receivers had been appointed, and also to the United States Court. The matter of the injunction was arranged so that the Court would not be troubled with it. Judge Shepley said that, providing he should entertain jurisdiction, he had no doubt of the authority to allow the contract to be made to prevent the property of the road from running to waste. After consultation by the counsel Mr. Russell said that all parties had agreed to a postponement until the 29th of November, on account of a contract made with Mr. Munson, under the sanction of the several State courts in which receivers had been appointed. The contract provides that the road from Putnam to Willimantic, now unfinished, shall be completed on the 1st of May, 1871, instead of the 1st of January, 1871, as specified in the contract made with Mr. Brooks, one of the receivers; that it shall be finished for \$300,000 instead of \$400,000 in that contract, or \$460,000 in a previous contract; that the sum shall be payable in receivers' certificates, running three years at six per cent, secured by the 26 miles of road between Putnam and Willimantic, and the income of the road in Connecticut as in former agreements—the certificates to be cashed by Mr. Munson at 80 per cent, and the bondholders to be allowed to take them at pro rata. The Court assented to the agreement of counsel, and the case was postponed until Nov. 29, 1870.

Western and Atlantic Railroad.—This railroad, extending from Atlanta, Ga., north by west 138 miles to Chattanooga, Tenn., is the property of the State of Georgia, and has been operated by it hitherto. But the Legislature of that State has passed an act authorizing the Governor to lease the road for twenty years, for a monthly rental of not less than \$25,000, to not less than seven lessees, worth together not less than \$500,000, a majority in the number and in the interest to be residents of Georgia. These lessees must give bonds to secure the payment of the rental for \$8,000,000, of which security \$5,000,000 must be in Georgia, and the remainder, if out of the State, must be real estate or railroad property. No railroad or express company or combination of them may become the lessees. The rates for local freights are limited to the average rates charged on the Macon and Western, the Georgia Railroad, and the Central Railroad of Georgia. No discrimination can be made in favor of any other railroad or any person. This property is said to be worth about \$5,000,000. For the last year reported the gross earnings were \$1,138,300, and the operating expenses 58.58 per cent, or \$688,180, leaving as net earnings \$450,120; but \$134,000 of this were expended for improvements. It is the main line of connection between Georgia and the Northwest. —Railroad Gazette

Evansville and Crawfordsville Railroad.—The earnings of this road for the years ending August 31, 1869 and 1870, were as follows:

	1869.	1870.
From passengers.....	\$185,283 68	\$208,849 94
“ freight.....	245,775 32	279,505 68
“ express.....	12,483 48	14,334 88
“ mail.....	9,400 00	9,583 84
“ rents.....	295 00	1,572 00
“ use of engines and cars ..	3,725 62	3,158 83
Total.....	\$456,978 10	\$516,804 17
Expenses, viz.:		
Running road.....	\$75,474 28	\$80,972 99
Maintenance of track.....	74,638 84	123,620 63
“ “ bridges, etc.....	11,740 78	15,919 20
Repairs of engines and cars.....	59,061 80	51,789 59
General expenses.....	64,535 59	70,021 17
Change of line at Vincennes.....		2,761 41
Total.....	\$285,451 29	\$350,134 89
Net earnings.....	\$171,526 81	\$166,699 28
Interest and taxes.....	106,633 72	116,652 48
Balance.....	\$64,893 09	\$50,046 80

The receipts from all sources during the year were \$516,826 46, and the expenditures \$513,641 79; balance, increase in assets, \$3,184 84.

GENERAL BALANCE SHEET, AUGUST 31, 1870.

Construction of road.....	\$2,417,057 92
Equipment.....	372,969 99
Real estate.....	9,883 54
District fair ground stock.....	1,000 00
Fuel on hand.....	\$8,777 90
Supplies in shops.....	19,799 26
Cash.....	28,795 00
Evansville, Henderson & Nashville RR. bonds....	6,800 00
Due from agents.....	10,024 65
Open accounts.....	12,780 54—
	58,400 19
Capital stock paid in.....	\$2,887,998 80
Fractional scrip.....	\$1,001,421 13
Unclaimed stock dividends..	8,181 38
Preferred stock.....	34,450 42
Seven per cent bonds, main line.....	1,090,000 00
Less redeemed by sinking fund.....	55,000 00—
Rockville extension bonds..	150,000 00
Due other lines.....	\$19,559 10
Other liabilities.....	17,004 58—
	36,563 68
Income account:	
Earnings expended in construction.....	\$460,974 98
Balance of account.....	61,402 21—
	522,377 19
	\$2,887,998 80

—The low price of Government bonds has led holders for investment to seek conversion by purchasing of railroad bonds. So many railroads have been built by bonds alone, without reference to the subscription lists, that some discredit has been attached to general offerings. Some of the roads are bonded at \$20,000 to \$30,000 per mile, and their issue of stock is of like proportion. The first mortgage sinking fund bond of the New Orleans, Mobile and Chattanooga Railroad Company, bearing eight per cent currency interest, or seven per cent gold, at the option of the holder, are secured by a first mortgage at the rate of only \$12,500 per mile, amounting in all to \$2,825,000 on a trunk road of 226 miles, on which the subscriptions and donations amount to more than \$4,000,000, under the present management of Northern men of capital. This is a security which commends itself to the examination of investors. For further particulars we refer to the advertisement in another column.

BANKING AND FINANCIAL.

—BANKING HOUSE OF HENRY CLEWS & Co., 32 WALL ST., N. Y.— Deposit accounts can be opened with us in either currency or coin subject to check without notice. Five per cent interest allowed upon all daily balances. Checks upon us pass through the Clearing House as if drawn upon any city bank.

We issue Circular Letters of Credit for travellers, available in all parts of the world; also, Commercial Credits. We draw Bills of Exchange and make telegraphic transfers of money to any desired point, and transact every description of foreign banking business.

We issue Certificates of Deposit payable on demand or at fixed date bearing interest and available at all money centers.

Collections made in any part of the world.

CLEWS, HABICHT & Co., 5 Lothbury, London.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH,
Bankers and Dealers in Government Securities,
No. 5 Nassau street,
New York, Nov. 12, 1870.

THE FUNDING OF UNITED STATES FIVE-TWENTIES into a first-class security, paying the same rate of interest (six per cent gold), and which cannot be called in under twenty-five years without the consent of the holder, may now be effected at a clear profit of about Twenty per cent, by exchanging them for the FIRST MORTGAGE BONDS OF THE CENTRAL PACIFIC RAILROAD COMPANY.

The advantage of the exchange is shown thus:

\$5,000 5-20s bring to-day \$5,487 50—annual interest in gold.....	\$300
\$6,000 C. P. R. Gold Bonds, cost \$5,460—annual interest in gold.....	360
Gain, \$1,000 in bonds; in cash, \$27 50; gain in annual income.....	60

The Central Pacific Bonds have the advantage of a ready market on both sides of the Atlantic, of regular quotations at the Stock Exchange

of the general fund, and not be made a special charge against dividends upon the scrip. The stock and scrip stand upon equal ground so far as dividends are concerned.

A large advance on Western bound freights has been agreed to by the leading Railroad Companies, to take effect Monday, Nov. 28, 1870, as follows:

	1st Class.	2d Class.	3d Class.	4th Class
Columbus.....	\$1 27	\$1 08	\$ 81	51c
Cincinnati.....	1 46	1 18	93	59
Louisville.....	1 75	1 43	1 14	74
Chicago.....	1 60	1 30	1 00	65
St. Louis.....	2 00	1 68	1 20	84

The advance is from 50 to 70 per cent. on the respective four classes, and the fifth or special class is abolished.

Passenger fares have already advanced thus:

Cincinnati, from \$17 to \$20; Chicago, \$18 to \$22; Louisville, from \$21 to \$24; St. Louis, from \$25 to \$29, and other points proportionately.

To-day the most prominent feature has been a rise in Panama to 77½; on the rumor of a dividend, against 71, our last quotation. Northwestern common also rose to 81 against the price of 78½ last Saturday. The market sympathizes but little with the varying phases of European affairs. Prices have been as follows:

The following were the highest and lowest prices of the active list of railroad and miscellaneous stocks on each day of the last week.

	Saturday, Nov. 19.	Monday, Nov. 21.	Tuesday, Nov. 22.	Wednesday, Nov. 23.	Thursday, Nov. 24.	Friday, Nov. 25.
N.Y. Cent & H.R.	91½	92½	92½	92½	92½	92½
do scrip	86½	86½	86½	87½	87½	87½
Harlem.....	181	181½	182	182½	182½	182½
Erie.....	22	22½	23½	23	24½	25½
Reading.....	100½	101½	101½	101½	101½	101½
Lake Shore.....	92½	93	92½	93½	93½	93½
Wabash.....	51½	51½	51½	52½	52½	52½
Pittsburg.....	*105½	106	106½	106½	106½	106½
Northwest.....	78½	79	79	79	79½	79½
do pref	88½	88½	88½	89½	89½	89½
Rock Island.....	111	112	111½	112	111½	112
Fort Wayne.....	93½	94	94	94	94	94
St. Paul.....	58½	59½	59½	59½	59½	60½
do pref.....	80½	80½	80½	81½	81½	81½
Ohio, Missisip.	31½	31½	31½	32	31½	32½
Central of N.J.	108	108½	108	108½	108½	108½
Chic. & Alton.....	114½	114½	115	114½	114½	114½
do do pref.....	*115	117	117	*116½	*117	118
Panama.....	70½	*70	*70	71	*71	78
Clev. C. & I.	80	*79½	80½	80½	80½	80½
Col. Chic. & I.C.	18½	18½	18½	18½	*18½	18½
Del. Lack. & W.	103	109½	109	109½	*109½	109½
Hann., St. Jos.	103½	105½	106	106½	105	104
do do pref.....	*113½	113½	116	*114½	114	115
Illinois Centr'l	*185	185	188	185	185	186
Mich. Centr'l.	120½	121	121	120½	*120½	122
Morris & Essex	91½	91½	92	*91½	92	92
B. Hart. & Erie	3½	3½	3½	3½	3½	4
Union Pacific.	23½	23½	23½	23½	*28	28½
West. Un. Tel.	42½	42½	43	43½	42½	42½
Mariposa pref.	10½	*10½	10½	10½	10½	11
do Trust cert.	*30	36	36	*30	36	36
Quicksilver.....	4	4	4	4	4	5
Pacific Mail.....	40½	41½	41½	41	41½	41½
Adams Expr's	65½	65½	65	65½	65½	65½
Am. Merch. Un.	46	46	46	46	46	46
United States.	36½	36½	35½	*36	36½	36½
Wells, Fargo..	33½	33½	33	34	*35	34

* This is the price bid and asked, no sale was made at the Board.

Railroad earnings for the first week of November are as follows:

	1870.	1869.	1870.	1869.
Chicago and Alton.....	\$114,151	\$104,741	Toledo, Wab. & West..	\$102,028
Michigan Central.....	107,220	101,452	Union Pacific (approx.)	128,449
Pacific of Missouri.....	76,853	74,677	Cleveland & Pittsburg..	61,846
				52,541

The annual report of the Secretary of the Interior alludes to the Pacific railroads, and the following facts, compiled from his report, will be of interest; it must be remembered that the returns are for the year ending June 30, 1870:

	Paid up Capital Stock.	Amount of Indebtedness.	Cost of Road.	Gross receipts the year.	Operating expenses of year.	Net Earnings.
Union Pacific.....	\$33,762,300	\$76,480,698	\$108,722,130	\$8,344,370	\$5,649,573	\$2,694,797
Central Pacific....	48,378,740	67,079,730	26,000,000	6,070,172	3,542,212	2,527,960
Kansas Pacific....	5,072,500	18,46,350	26,000,000	.....	.....	.....
Sioux City & Pac.	1,788,000	5,044,320	4,644,432	.....	.....	.....
Cent Branch U.P.	980,600	.....	3,723,700	.....	.....	.....
Southern Pacific.	280,000	.....	.....	.....	.....	.....

The Gold Market.—The Gold premium has been on the whole lower. The London market has exhibited a more buoyant tone, and has indicated a strong hope that war on the Black sea question might be avoided; the private advices of brokers have also leaned in the same direction, and the consequence has been that some large holders have sold gold which they had bought on the expectations of war, with the result of a decline in the price to 111½, against 113, our last quotation. The upward tendency of bonds at London and Frankfort and a downward course of foreign exchange have also encouraged the weak feeling in the premium. In addition, the anticipation of the large interest payments on the Public Debt, on January 1, is an influence which has considerable effect in repressing any upward tendency. There is a good supply of gold on loans, and rates have ranged from 1@3 per cent. for carrying, which with the present moderate amount of coin on the market cannot be regarded as indicating any considerable "short" interest. The Treasury sold on Wednesday \$1,000,000 coin, the total bid for being \$4,660,000. The market to-day was comparatively quiet on account of a material discrepancy between the public telegrams from London and the private dispatches to bankers; the latter purported to give accounts of a very gloomy

feeling and lower prices at the London Exchange, but the lack of confirmation in the public telegram threw doubts upon the genuineness of these reports, and the market responded but little, until toward the close, when it was firmer.

The following table will show the course of the gold premium each day of the past week:

	Quotations.				Total Clearings.	Balances.	
	Open-ing.	Low-est.	High-est.	Clos-ing.		Gold.	Currency.
Saturday, Nov. 19.....	112½	112½	112½	112½	\$93,800,000	\$1,018,182	\$1,325,538
Monday, " 21.....	111½	111½	111½	111½	76,933,000	945,344	1,121,364
Tuesday, " 22.....	111½	111½	112	112	85,149,000	1,041,529	1,222,262
Wedn'day, " 23.....	111½	111½	112½	111½	54,813,000	1,343,491	1,851,159
Thursday, " 24.....	112	112	112	112	.....	.....	.....
Friday, " 25.....	112	111½	112½	112	53,176,000	1,250,728	1,468,878
Current week.....	112½	111½	112½	112	363,371,000	1,250,728	1,468,878
Previous week.....	111½	110½	113½	113	583,180,000	1,051,081	1,218,434
Jan. 1, 1870. to date..	120½	110	123½	112	.....	.....	.....

The general movement of coin and bullion at New York, in the week ending Saturday, November 19, was as follows:

In banks Nov. 12.....	\$17,124,489	Withdrawn for export.....	\$655,078
Foreign imports.....	11,490	Gold receipts into Sub-Treas..	3,293,548
Gold paid out by Sub-Treas'y.	3,397,960	In banks Nov. 19.....	17,580,225
Receipts from California (approximate).....	301,274	Total withdrawn and in bank.	\$21,528,851
Total known supply.....	\$21,335,218	Excess of withdrawals, &c., over known supply.....	\$193,638

The following are the quotations in gold for foreign and American coin:

American gold (old coinage)	4 p. c. premium.	American silver (new).....	95¼ @ - 96
Sovereigns.....	\$4 86 @ \$4 89	Dimes and half dimes..	- 92 @ - 93½
Napoleons.....	3 84 @ 3 88	Five francs.....	- 95 @ - 96
German X thalers.....	7 75 @ 7 90	Francs.....	- 19 @ - 19½
Prussian X thalers.....	7 95 @ 8 10	English silver.....	4 15 @ 4 85
X guilders.....	3 90 @ 4 00	Prussian thalers.....	- 69½ @ - 70½
Spanish doubloons.....	16 20 @ 16 25	Specie thalers.....	1 04 @ 1 06
Patriot doubloons.....	15 50 @ 15 65	Mexican dollars.....	1 03 @ 1 04
American silver (old coinage)	1 @ 2 p. c. premium.	Spanish dollars.....	2 @ 3 p. c. premium.
		South American dollars.....	par.

Foreign Exchange.—At the date of our last week's report business had been brought almost to a stand still on receipt of the warlike news from London, leading drawers being very firm in their rates, but reluctant to draw at any price. Subsequently the excitement subsided, and rates are fully ½ lower than last week. The rumors to-day of an unfavorable condition of affairs in London had but little effect upon the market, and a fair business for tomorrow's steamer has been done at 109½@109¼ for the best bills. Commercial bills are in good demand from bankers and no large amounts are offering, except of cotton bills, which are purchased mostly by several of the leading bankers who draw their own bills against them at an advanced rate, sometimes as much as 1 per cent.

So far as cotton and other exports of produce are concerned, there seems to be no reason to anticipate a larger amount of exchange on the market than in the Fall of 1869, when the price of bankers sterling ranged between 108½ and 109¼ from November 1, to December 31, and as to the export of Bonds and other securities, the prevailing opinion seems to be that this movement has been, and will for some time be seriously checked by the unsettled state of affairs abroad.

	60 Days.	3 Days.
London bankers.....	109½ @ 109¼	110 @ 110½
do commercial.....	108½ @ 108½ @
Paris (bankers).....	5.17½ @ 5.17½	5.13½ @ 5.13½
Antwerp.....	5.13½ @ 5.14½	5.06½ @ 5.10
Swiss.....	41½ @ 41½	36½ @ 36½
Amsterdam.....	36 @ 36½	41½ @ 41½
Hamburg.....	41½ @ 41½	79 @ 80
Frankfort.....	79 @ 79½	72½ @ 72½
Bremen.....	72 @ 72½ @
Prussian thalers..... @ @

The cotton crop movement has been as follows:

	Receipts of the week		Exports of the week		Stock on hand	
	1870.	1869.	1870.	1869.	1870.	1869.
New Orleans.....	37,101	27,964	37,057	38,045	99,643	101,190
Mobile.....	12,279	12,802	1,864	833	49,697	42,539
Charleston.....	11,190	8,136	6,419	2,770	26,009	15,736
Savannah.....	28,664	15,241	17,620	15,234	69,480	42,536
Texas.....	6,349	7,435	814	.....	22,538	31,370
New York.....	6,959	4,772	23,264	12,129	52,500	5,000
Other Ports.....	16,294	9,415	1,365	1,610	20,000	15,060
Total for week.....	118,836	82,765	88,433	70,621	339,867	278,431
Prev'y reported.....	799,964	710,557	371,075	307,525	.....	.....
Total from Sept 1.....	918,800	796,322	459,508	378,146	.....	.....

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

	Custom House.		Sub-Treasury.	
	Receipts.	Payments.	Receipts.	Payments.
Nov. 19..	\$354,000 00	\$555,858 98	\$2,975,290 15	\$1,055,778 99
" 21..	425,000 00	549,795 21	3,479 39	217,866 06
" 22..	471,000 00	584,435 48	412,953 45	80,031 93
" 23..	365,000 00	445,417 60	388,952 26	222,702 93
" 24..	.....	.....	Holiday.....	.....
" 25..	372,000 00	822,139 51	1,436,415 68	1,245,368 43
Total.....	\$1,987,000 00	\$2,957,646 78	\$5,517,125 93	\$2,823,248 34
Balance, Nov. 18.....	60,345,124 74	9,990,219 44	.....	.....
Paym'ts during week..	.....	\$63,302,771 52	\$15,237,345 37	\$5,461,597 86
Balance Nov. 25.....	\$60,430,523 18	.....	.....	.....

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Nov. 12, 1870:

Table with columns: BANKS., Capital, Loans and Discounts, Specie, Circulation, Net Deposits, Legal Tenders. Lists various banks like New York, Manhattan, Merchants, etc.

The deviations from last week's returns are as follows: Capital, Loans, Specie, Legal Tenders, Deposits, Circulation.

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

Table with columns: Date, Loans, Specie, Legal Tend., Deposits, Circulation. Shows weekly data from May to Nov.

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, Nov. 21, 1870.

Table with columns: Banks, Capital, Loans, Specie, L. T. Notes, Deposits, Circulation. Lists various Boston banks like Atlantic, Atlas, Blackstone, etc.

The deviations from the returns of previous week are as follows:

Small table showing deviations for Capital, Loans, Specie, Legal Tenders, Deposits, Circulation.

The following are the totals for a series of weeks past:

Table with columns: Loans, Specie, Circulation, Deposits, Legal Tenders, Aggregate Clearings. Shows weekly totals from June to Nov.

The deviations from the returns of previous week are as follows:

Small table showing deviations for Loans, Specie, Legal tenders, Circulation.

The following are comparative totals for a series of weeks past:

Table with columns: Loans, Specie, Legal Tenders, Deposits, Circulation. Shows comparative weekly totals from June to Nov.

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia Banks for the week preceding Monday, Nov. 14, 1870:

Table with columns: Banks, Capital, Loans, Specie, L. Tend., Deposits, Circulation. Lists Philadelphia banks like Philadelphia, North America, Farmers & Mech., etc.

Quotations of Miscellaneous Stocks.

Table with columns: CITY RR STOCKS, GAS STOCKS, Bid, Ask. Lists various stocks and their prices.

GENERAL QUOTATIONS OF STOCKS AND BONDS.

The Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations are made of the Per Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

Table with multiple columns: STOCKS AND SECURITIES, Bid, Ask, and various stock/bond listings including New York Prices, U.S. Governments, State Bonds, Railroads, and various regional securities.

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" ante; quotations of other securities will be found on the preceding page.

2. Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

3. The Table of Railroad, Canal and Other Stocks, on the next page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates leased roads; in the dividend column =extra; =stock or scrip.

4. The Tables of Railroad, Canal and Other Bonds occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.—January and July; F. & A.—February and August; M. & S.—March and September; A. & O.—April and October; M. & N.—May and November; J. & D.—June and December. Q.—J.—Quarterly, beginning with January; Q.—F.—Quarterly, beginning with February. Q.—M.—Quarterly, beginning with March.

5. The Table of United States and State Securities will be published monthly, on the last Saturday of the month.

6. The Table of City Bonds will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

The Financial Reports of Railroad and other Companies are published in the CHRONICLE as soon as issued, and indexed in the table of stocks on the next page, as stated above in Note 3. A complete record of these reports is thus obtained in a file of this paper.

Pacific Railroads.—In the "Bankers' Gazette" on another page the figures in regard to the leading lines of the Pacific railroads are presented, as they are contained in the forthcoming report of the Secretary of the Interior. The following in addition may be of interest:

The initial point of the Pacific Railroad in Missouri is near Springfield, Mo. Fifty miles are now completed, at a cost of \$2,769,840. The company has issued bonds secured by mortgage on its lands to the amount of \$3,000,000. The cost of the road is \$4,644,432; indebtedness, \$5,044,320. At the close of the last fiscal year the amount of the subscription stock of the Southern Pacific Railroad was \$1,800,000, actually paid in, \$280,000. It has contracted for the purchase of the San Francisco and San Jose Railroad for the sum of \$2,770,000 gold, payment to be made and possession to be taken by the 31st of December next.

The Northern Pacific Railroad filed maps designating routes of road. Instructions were thereupon issued for the withdrawal in Wisconsin, Minnesota and Oregon of odd numbered sections of land, to which adverse rights had not attached, within twenty miles, and in Washington Territory, south of the Seattle, of such sections within forty miles of each side of the road.

The Union Pacific Railroad Company, Southern Branch, now the Missouri, Kansas and Texas Railroad Company, the Kansas and Neosho Valley Railroad Company, Lawrence and Fort Gibson Railroad Company, were fully heard in the right of their respective companies, to construct railroads from the southern boundary of Kansas

through the Indian Territory. I also considered the objections of representatives of certain Indian tribes, through whose lands the projected lines of road would pass. After a most careful examination I reached the conclusion that the existing laws and treaties authorized the construction of one railroad on certain conditions which neither company had then performed. On a subsequent hearing it was shown that the first-named company had completed its road to a designated point on that boundary, and I hold that it was entitled to extend its line through said territory.

N. Y. Central Railroad Scrip Dividend Tax.—A special dispatch to the New York Times, dated Washington, Nov. 22, gives the following:—The principal matter of interest which enlivened the dreary portals of the Treasury this stormy November day, was the presence of Commodore Vanderbilt and his party of railroad men, consisting of Horace F. Clark, Chester W. Chapin and Augustus Schell, Esqs. A few days since Acting Commissioner Douglass ordered Assessor Lathrop, at Albany, to proceed with the measures for the collection of the tax on the eighty per cent stock dividends issued in 1869 by the New York Central Railroad Company. This matter has been delayed for some time because it was a big case, but Mr. Douglass thinks that is not a good reason for further delay. The fresh action of the Department brought the Commodore and his friends over here, and they appeared before Mr. Douglass and Solicitor Smith, at 12 o'clock to-day, not for the purpose of arguing the case on its merits, but for the purpose of asking additional time in which to make up from their books certain statements and statistics which they desire to exhibit, and which they have been heretofore unable to prepare because of the sickness and absence of the treasurer of the company. Commissioner Douglass finally agreed to allow until the 2d of January next for this purpose, the condition being that the case is to be argued on its merits, in the meantime, and Assessor Lathrop was instructed accordingly. The claim of the Company is that the eighty per cent certificate is not a scrip dividend within the contemplation of that provision of the law which levies a tax upon such dividends, and that they have paid the tax upon the dividends which have been declared on such certificates since they were issued, the same as upon the old stock. The amount of tax which is contingent upon the decision of the case is \$1,100,000.

Union Pacific Railroad.—Earnings and expenses four months 1869, compared with 1870:

Table with 4 columns: Year, Earnings, Expenses, Net Income. Rows for 1869 (July-October), 1870 (July-October), and Total for each year.

NOTE.—October, 1869, earnings extra large, owing to freight on material for Utah Central Railroad, being all charged up in that month. NOTE.—Increase of expenses October, 1870, over last month, owing to payment of \$67,000 territorial taxes.

For other Railroad Items, see COMMERCIAL AND MISCELLANEOUS NEWS, on a previous page.

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Large table with multiple columns for different railroads (Central Pacific, Chicago and Alton, Chicago & Northwestern, etc.) and rows for months (Jan-Dec) and Yearly totals.

RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

Main table containing stock lists for Railroads, Canals, and Miscellaneous companies. Columns include Company Name, Stock Outstanding, Dividend (Last paid Date and Rate), and Price. Includes a vertical note: 'The prices will be found on the quotation page previously.'

N. Y. & BROOKLYN CITY PASSENGER RAILROADS. Quotations by Charles Otis, Broker in City Securities, 47 Exchange Place.

Table listing passenger railroads with columns for Name of Road, Par, Stock, and Last Dividends Paid.

NATIONAL AND STATE SECURITIES.

Table with columns: DENOMINATION, Amount Outstanding, INTEREST (Rate, Payable), and Principal Due. Includes National (Nov. 1, 1870) and State Securities sections.

The prices will be found on the quotation page previously.

Table with columns: DENOMINATIONS, Amount Outstanding, INTEREST (Rate, Payable), and Principal Due. Includes various state and federal securities.

The prices will be found on the quotation page previously.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 3 and 4 of Bonds will be published next week.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable, and similar columns for the right side. Includes sections for Railroads, Canals, and Miscellaneous Bonds.

The prices will be found on the quotation page previously.

The prices will be found on the quotation page previously.

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables. Pages 3 and 4 of Bonds will be published next week.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes sections for Railroads, Del. Lact. & Western, Detroit & Milwaukee, etc.

The prices will be found on the quotation page previously.

Table with columns: COMPANIES, AND CHARACTER OF SECURITIES ISSUED, Amount Outstanding, INTEREST (Rate, When paid, Where paid), Principal payable. Includes sections for Railroads, Ironton, Jack. Lams. & Saginaw, etc.

The prices will be found on the quotation page previously.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY, P. M., November 25.

The intervention of a close holiday, (yesterday) has impeded business during the past week; but the principal influences operating in our markets, are those produced by the varying phases of European politics as reported by the cable. The intelligence received on and between Saturday and Wednesday, was regarded as peaceful and reassuring; to day, the reports have received a contrary interpretation.

Cotton, which had advanced on Wednesday to 16½c. for Middling Uplands declined to-day to 16¾c.

Flour after some decline closed firm at \$5 90@56 for shipping extras. Wheat gave way 8c. from the highest point, but new Spring closed with a full export demand at \$1 35@1 37. Corn has advanced from scarcity to 90@92c. for prime new and old mixed. Oats have been taken largely on speculation at 63c. for prime Western.

Groceries are unsettled in view of the large reduction of import duties which is to take effect January 1st, but when in bond rule very firm.

Tobacco continues to be pressed for sale, and the transactions for the week embrace 900 hhds. Kentucky, of which 700 hhds. were for export, prices ranging from 6c. to 12c., but the business was mainly at 6½@8c. for lugs and low leaf. Seed Leaf Tobacco is very quiet, the sales are 53 cases Connecticut wrappers, crops of 1866 and 1867, at 26c.; 55 cases do., crop of 1869, private terms, and 100 cases Connecticut wrappers in jobbing lots, at prices ranging from 30c. to 55c. Spanish Tobacco has met with a fair demand, sales are 500 bales Havana 85c.@\$1 07. Manufactured Tobacco is without new feature.

In East India goods there are neither transactions nor prices, except of Calcutta Linseed at \$2 02½@\$2 05, gold, 30 and 60 days.

Hog products have been pressed upon the market under the feeling that the number of prime slaughtered this season will be very great; prices have declined, but close with rather more steadiness. Pork is somewhat nominal on the spot, but New Mess is firm for future delivery at \$19 50. Prime New Western Steam Lard sold largely for the next three months delivery at 12½c. Beef has been rather weak under large receipts. Butter has ruled dull. Cheese advanced to 16@16½c. for prime and choice factories, but closes dull.

Metals have ruled very quiet. Hops have been dull; fair to prime new, 12@18c. Hay firm at \$1 10 for shipping lots. Whiskey has advanced, owing to reduced receipts, closing at 90c.

Hides have been active and firm; prime dry Buenos Ayres 26c., gold. Leather but moderately active. Skins quiet. Tallow has become dull at 8¾@9½c.

In Wool there is generally a quiet market. Oils dull, and prices barely steady. Petroleum but moderately active, and closing quiet at 22½@22¾c. for Refined. Rosins have done better at \$2 for strained with 4,000 bbls. sold to-day. Spirits Turpentine weak and unsettled.

Freights have been less active, and at the close there is some weakness in rates for Breadstuffs to Great Britain; the engagements to-day embracing 60,000 bushels Wheat at 9½d. by steam to Glasgow, and 8@8½d. by sail and steam to Liverpool, also, to the latter port, 900 bales cotton at ¼@9-16d. by steam,

Exports of Leading Articles from New York. The following table, compiled from Custom House returns, shows the exports of leading articles of commerce from the port of New York since January 1, 1870, to all the principal foreign countries, and also the total export of the same articles for the last week and since January 1.

ARTICLES.	EXPORTS SINCE JANUARY 1 TO		Total since Same
	Other W. Mex. Indies.	Hayti.	
Breadstuffs—Flour.....bbls.	885,826	48,245	934,071
Cornmeal.....bbls.	63	25	88
Wheat.....bush.	1,381,622	1,156,017	2,537,639
Barley.....bush.	84,934	49,654	134,588
Oats.....bush.	19,660	17,822	37,482
Corn.....bush.	91,766	6	91,772
Peas.....bush.	20		20
Candles.....			
Coal.....	2,172	3,087	5,259
Coffee.....	324,361	6,562	330,923
Domestic.....	1,918	51	1,969
Drugs.....	18,608	70	18,678
Hops.....	4,012	3,141	7,153
Naval stores—Sp. Turp'te.....	152,351	59,186	211,537
Rosin.....	10,872		10,872
Tar.....	847,907		847,907
Oil cake.....	6,987,827	405,829	7,393,656
Oil—Petroleum.....	98,432	1,459	99,891
Whale oil.....	470,980		470,980
Sperm oil.....	5,893		5,893
Lard oil.....	20,136		20,136
Provisions—Pork.....	47,632	350	47,982
Beef.....	208,487	732	209,219
Bacon, &c.....	1,170		1,170
Butter.....	534,379	31	534,410
Cheese.....	70,574	80	70,654
Lard.....	186,262	111	186,373
Rice.....	104		104
Tallow.....	19,439		19,439
Wool.....	2,846		2,846
Tobacco—leaf.....	2,008,445		2,008,445
Tobacco—manufactured.....	50,329		50,329
Wool—manufactured.....	5,271,008		5,271,008
Other S. Amer'n. Ports.	12,095	6,012	18,107
British Guiana.	36,354	2,516	38,870
Venezuela.	38,826	7,913	46,739
New Granada.	9,568	46	9,614
Mexico.	8,859		8,859
Other W. Mex. Indies.	205,041	57,934	262,975
Hayti.	57,852		57,852
Cuba.	18,737	466	19,203
Colonies.	205,055	18,868	223,923
China.			
Japan.			
Europe.	13,095	381,709	394,804
Spain.	6,760		6,760
Other N. Europe.			
Germany.			
Holland.			
Belgium.			
France.	48,245	30,185	78,430
Great Britain.	885,826	48,245	934,071
Other S. Amer'n. Ports.	12,095	6,012	18,107
British Guiana.	36,354	2,516	38,870
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Germany.			
Holland.			
Belgium.			
France.	48,245	30,185	78,430
Great Britain.	885,826	48,245	934,071
Other S. Amer'n. Ports.	12,095	6,012	18,107
British Guiana.	36,35		

Imports of Leading Articles.

The following table, compiled from Custom House returns, shows the foreign imports of certain leading articles of commerce at this port for the last week, since Jan. 1, 1870, and for the corresponding period in 1869:

[The quantity is given in packages when not otherwise specified.]

Table with 7 columns: Article, For the week, Since Jan. 1, 1870, Same time 1869, For the week, Since Jan. 1, 1870, Same time 1869. Rows include China, Glass and Earthenware, Metals, &c., etc.

Receipts of Domestic Produce for the Week and since Jan. 1.

The receipts of domestic produce for the week and since Jan. 1 and for the same time in 1869, have been as follows:

Table with 7 columns: Article, This week, Since Jan. 1, Same time '69, This week, Since Jan. 1, Same time '69. Rows include Asbes, pkgs., Breadstuffs, Flour, bbls., etc.

COTTON.

FRIDAY, P. M., Nov. 25, 1870.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening November 25. From the figures thus obtained it appears that the total receipts for the seven days have reached 118,699 bales against 122,183 bales last week, 132,065 bales the previous week, and 106,406 bales three weeks since, making the total receipts since the first of September, 1870, 918,663 bales against 796,322 bales for the same period of 1869, showing an increase since September 1 this year of 122,341 bales.

Table with 5 columns: RECIPTS, Rec'd this week at, 1870, 1869, RECIPTS, Rec'd this week at, 1870, 1869. Rows include New Orleans, Mobile, Charleston, Savannah, etc.

The exports for the week ending this evening reach a total of 66,303 bales, of which 62,680 were to Great Britain, and 25,753 to the Continent, while the stocks at all the ports, as made up this evening, are now 339,734 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night:

Table with 6 columns: Week ending Nov. 25, Exported to (G. Brit, Contin't), Total this week, Same w'k 1869, Stock (1870, 1869). Rows include New Orleans, Mobile, Charleston, Savannah, etc.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 17,812 bales, while the stocks to-night are 66,303 bales more than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to Nov. 18, the latest mail dates.

Table with 8 columns: PORTS, RECEIPTS SINCE SEPT. 1 (1870, 1869), EXPORTED SINCE SEPT. 1 TO (Great Britain, France, Con. Continent, Other Foreign), Total, Stock. Rows include New Orleans, Mobile, Charleston, Savannah, etc.

Our market the past week has continued to follow the daily tone and fluctuations of Liverpool, where the question of immediate supply seems to be the ruling one. The stock of American at Liverpool has fallen even below last Friday's figures (the arrivals continuing very small), so that holders have been able to obtain full prices for spot or near delivery cotton. Early in the week some improvement in the rates was established and our own quotations consequently advanced, middling uplands closing on Wednesday at 16 1/2c.

Table with 5 columns: Upland and Florida, Mobile, New Orleans, Texas. Rows include Ordinary, Good Ordinary, Low Middling, Middling, Good Middling.

Below we give the total sales of cotton and price of Uplands at this market each day of the past week:

Table with 6 columns: Day, Total sales, Ordinary, Good Ordinary, Low Middling, Middl g. Rows include Saturday, Monday, Tuesday, Wednesday, Thursday, Friday.

For forward delivery the sales (including 4,100 free on board) have reached during the week 31,900 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

Table with 6 columns: bales, cts., bales, cts., bales, cts. Rows include For November, For December, For January, For February.

The sales during the week of free on board have reached 4,100 bales. The particulars of these sales are as below:

Table with 4 columns: Quantity, Port, Quantity, Port. Rows include 200 f. o. b. Savannah, 400 f. o. b. Mobile, 1,300 Total free on board at Mobile, etc.

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic reports of the weather to-night are less favorable. Throughout North and South Carolina and Georgia there appears to have been rain.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 111½ and 112½, and the close was 112. Foreign Exchange market is dull. The following were the last quotations: London bankers', long, 109½@109¾; short, 110@110½, and Commercial, 108½@108¾. Freight closed at ½@9-16d. by steam and ¼@5-16d. by sail to Liverpool.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets, our correspondent in London, writing under the date of Nov. 12, states:

LIVERPOOL, Nov. 12.—The following are the prices of American Cotton, compared with those of last year:

Description.	—Ord. & Mid—		—Fa'r &—		—G'd &—		—Same date 1869—	
	12	15	17	20	26	48	21	23
Sea Island....	7	8	9	10	11	12	11	12
Stained.....	8	8½	9	9½	9	9½	9½	11½
Upland.....	8	8½	8½	9	9½	9½	9½	11½
Mobile.....	8	8½	8½	9	9½	9½	9½	11½
N. O. & Texas....	8	8½	8½	9	9½	9½	9½	11½

The following are the prices of middling qualities of cotton at this date and since 1867:

	1867.	1868.	1869.	1870.	1867.	1868.	1869.	1870.
Mid. Sea Isl'd	18d.	24d.	21d.	15d.	Mid. Pernamb	8d.	10½d.	11½d.
Upland.....	8½	10½	11½	9	Egyptian..	6½	9	9½
Mobile.....	8½	10½	11½	9	Broach....	6	7½	7½
Orleans.....	8½	11½	11½	9 3-16	Dhollerah	6	7½	7½

Since the commencement of the year the transactions on speculation and for export have been:

—Taken on spec. to this date—	—Actual export from Liverpool, Hull and other outports to this date—		—Actual exp't from U. K. to 1869.	
	1870.	1869.	1870.	1869.
American.....	160,950	170,770	115,515	116,721
Brazilian.....	14,450	36,170	42,132	55,552
Egyptian, &c..	5,890	20,130	5,936	10,333
West Indian..	2,360	2,250	5,213	6,808
East Indian..	121,780	341,930	226,563	278,179
Total.....	305,420	571,250	396,514	467,643

The following statement shows the imports of cotton for the week and year, and the stocks on hand on Thursday evening last:

SALES, ETC., OF ALL DESCRIPTIONS.	—Sales this week—		Total this year.	Same period 1869.	Average weekly sales.
	Trade.	Ex-Speculation.			
American..bales.	21,320	3,210	24,840	1,475,380	1,076,850
Brazilian.....	8,610	20	8,660	249,650	461,390
Egyptian.....	3,050	160	3,310	156,540	196,290
West Indian..	2,590	70	2,660	65,590	85,140
East Indian..	12,390	10,690	4,740	27,820	949,960
Total.....	47,960	14,150	51,800	2,997,070	3,203,860

Imports	—To this date—		Total.	—Stocks Same—	
	This week.	To this date.		This date.	Dec. 31, 1869.
American.....	14,771	1,862,830	852,045	1,089,118	51,770
Brazilian.....	1,881	350,323	438,499	499,251	47,730
Egyptian.....	7,949	159,093	174,875	226,540	25,170
West Indian..	3,532	72,939	76,732	89,027	20,200
East Indian..	16,935	832,834	1,066,661	1,141,343	293,860
Total.....	45,068	2,778,029	2,606,812	2,995,279	438,820

Of the present stock of cotton in Liverpool, nearly 12 per cent is American, against 7 per cent last year. Of Indian cotton the proportion is nearly 67 per cent, against nearly 80 per cent last year.

LONDON, Nov. 12.—The cotton trade opened steadily, but has since become weaker, and closes at a decline of ¼d. to ½d. per pound. The following are the particulars of imports, deliveries and stocks:

	1868.	1869.	1870.
Imports, Jan. 1 to Nov. 10.....	Bales. 242,056	263,499	182,579
Deliveries.....	221,694	824,959	212,503
Stocks, Nov. 10.....	124,409	80,032	44,122

BREADSTUFFS.

FRIDAY, P. M. November 25, 1870

Flour and Wheat have receded from the prices of last Friday, but corn, oats, and other coarse stuffs, have generally been firmer.

The receipts of flour continue on a very large scale, and a considerable proportion of them are sent to store. Yet under dull accounts from Liverpool, and more peaceful explanations of the demonstration by Russia, prices gave way ten or fifteen cents per bbl.; considerable lines of shipping Extra State sold on Tuesday and Wednesday at \$5.85 @ \$5.90, with choice at \$6. Yesterday, business was suspended, but to-day, notwithstanding a decline in Liverpool, and receipts for two days of nearly thirty-eight thousand barrels, holders were firm at \$5.90 @ \$6, for good shipping Extra State, being favored somewhat by some ocean freights. The political news from Europe was generally regarded as again indicating a general war, this being the principal basis of the strength of holders, but the demand was thereby checked, and in all other grades the market was barely supported.

Wheat has pretty nearly sympathised with flour in its fluctuations. Receipts have been large, but they have been sparingly offered. Prices, however, in sympathy with the decline in Liverpool gave way 6@8c. per bushel from last Friday's prices. Sales of new No. 2 spring being made on Tuesday and Wednesday at \$1.33@1.34. To-day the belligerent character of the political news from Europe infused some strength into the market both here and at the West. The sales were liberal at \$1.34½@1.35 for new No. 2 spring; \$1.36@1.37 for No. 1 do., and \$1.41@1.44

for amber white, the operations of shippers being favored by a partial decline in ocean freights. At the close, however, there were more sellers than buyers.

Corn continues extremely scarce, with prime mixed selling at 90c. for new and 92c. for old. Oats have continued active for speculation, and several boat-loads of Western were sold to-day at 63c. Rye has slightly improved. Barley rules rather more steady, with a moderate demand, and receipts falling off. A boat-load of Canada peas was sold on Monday at \$1.05, in bond.

The following are closing quotations:

Flour—	Superfine.....	5 bbl. \$5 10@ 5 40	Wheat, Spring, bush.....	\$1 10@ 1 37
	Extra State.....	5 85@ 6 00	Red Winter.....	1 38@ 1 40
	Extra Western, com-	5 75@ 6 10	Amber do.....	1 41@ 1 45
	mon to good.....	5 75@ 6 10	White.....	1 45@ 1 70
	Double Extra Western	6 25@ 8 75	White California.....	1 75@ 1 90
	and St. Louis.....	6 25@ 8 75	Corn, Western Mix'd,....	87@ 92
	Southern supers.....	@ ..	Yellow, new.....	92@ 94
	Southern, extra and	6 15@ 9 00	White, new.....	85@ 90
	family.....	6 15@ 9 00	Rye.....	95@ 1 10
	California.....	@ ..	Oats.....	62@ 66
	Rye Flour, super & extra	4 25@ 5 50	Barley.....	85@ 1 10
	Corn Meal.....	4 00@ 4 60	Malt.....	90@ 1 10
			Peas, Canada.....	1 05@ 1 20

The movement in breadstuffs at this market has been as follows:

	—RECEIPTS AT NEW YORK—			—EXPORTS FROM NEW YORK—		
	1870.	Same time Jan. 1, 1869.	For the week.	1870.	Same time Jan. 1, 1869.	For the week.
Flour, bbls.	144,103	3,639,387	3,035,837	27,767	1,753,640	25,501
C. meal, bls.	2,119	172,159	184,892	965	71,677	2,465
Wheat, bush	752,947	21,377,089	22,022,058	525,224	16,236,183	516,611
Corn, bush..	239,936	8,066,577	10,360,480	2,545	389,348	4,576
Rye, bush...	9,781	514,412	312,433	...	92,431	...
Barley, &c bu	372,635	3,663,565	2,227,766	...	184	...
Oats, bush..	238,058	8,514,343	7,371,414	...	24,420	687

The following tables, prepared for the CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the grain in sight and the movement of breadstuffs to the latest mail dates:

At	1870.		1869.		1868.		1867.	
	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.	For the week.	Since Jan. 1.
Flour, bbls.	144,103	3,639,387	120,346	1,026,638	133,053	191,014	186,950	19,391
Wheat, bush	752,947	21,377,089	117,893	983,678	428,319	208,434	104,619	30,439
Corn, bush..	239,936	8,066,577	120,346	1,026,638	386,032	211,803	73,546	26,010
Rye, bush...	9,781	514,412	69	118,950	133,053	191,014	186,950	19,391
Barley, &c bu	372,635	3,663,565	68	93,027	285,462	240,908	32,984	22,636
Oats, bush..	238,058	8,514,343	67	92,117	472,373	225,804	42,753	27,753
			66	149,864	782,396	289,536	177,383	57,149

*Estimated.

COMPARATIVE RECEIPTS at the same ports from Jan. 1 to Nov. 19 inclusive, for four years:

	1870.	1869.	1868.	1867.
Flour, bbls.....	3,516,516	4,591,546	3,791,186	3,413,076
Wheat, bush....	40,922,250	41,981,887	29,521,621	27,872,105
Corn, bush.....	22,211,461	29,380,975	29,463,079	29,890,524
Oats, bush.....	12,725,588	12,684,367	18,500,490	18,697,176
Barley, bush....	4,487,779	1,946,034	2,514,095	2,734,195
Rye, bush.....	1,236,452	1,302,783	1,616,437	1,641,528
Total grain, bush.	80,633,830	87,296,046	81,615,723	75,885,523

And from August 1st, to and including Nov. 19, for four years:

	1870.	1869.	1868.	1867.
Flour .. bbls.	1,653,891	2,409,916	2,088,459	1,665,935
Wheat.....bushels.	21,108,510	32,946,728	20,573,091	18,734,062
Corn.....	7,977,439	20,716,864	25,616,647	21,528,892
Oats.....	8,341,128	8,202,335	18,428,453	9,247,167
Barley.....	3,581,255	241,336	268,522	1,404,718
Rye.....	816,110	394,885	863,771	1,080,373
Total grain, bushels....	41,324,442	62,401,648	60,745,544	52,045,172

SHIPMENTS FROM CHICAGO, MILWAUKEE, TOLEDO AND CLEVELAND FOR WEEK ENDING NOV. 19.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending Nov. 19.....	117,768	1,131,106	389,129	291,707	44,292	52,599
Week ending Nov. 12....	149,862	1,585,330	579,105	321,119	114,018	45,708
Week ending Nov. 20, '69.	122,864	852,218	267,301	314,212	29,808	11,116

COMPARATIVE SHIPMENTS of flour and grain from the ports of Chicago, Milwaukee, Toledo, and Cleveland, from Jan. 1 to Nov. 19, inclusive, for two years:

	1870.	1869.	1868.	1867.
Flour.....bbls.	3,689,675	4,157,132	.....	.....
Wheat.....bush.	36,373,631	33,045,186	.....	.....
Corn.....	19,923,825	23,293,137	.....	.....
Oats.....	11,423,946	9,603,197	.....	.....
Barley.....	2,885,683	410,552	.....	.....
Rye.....	1,563,643	826,687	.....	.....
Total.....	72,173,731	67,183,909	.....	.....

GRAIN "IN SIGHT," NOV. 19, 1870.

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York.....	2,732,624	204,971	2,065,407	443,523
In store at Albany.....	20,000	4,000	90,000	60,000
In store at Buffalo.....	238,033	52,900	30,900	338,867
In store at Chicago.....	1,002,036	369,149	401,992	594,918
In store at Milwaukee.....	832,000	.....	51,316	33,072
In store at Toledo.....	213,300	62,673	56,576	460
In store at Detroit.....	147,698	2,089	13,954	18,415
In store at Oswego.....	538,663	133,581	63,572	492,985
In store at St. Louis.....	105,265	3,318	3,174	7,561
In store at Toronto.....	63,418	679	4,051	91,392
In store at Montreal.....	443,593	10,400	300	450

In store at Boston	26,135	127,358	211,617	46,709
Afloat on lakes for Buffalo and Oswego	827,010	59,770	162,291	38,325
Afloat on New York Canals for tide water	2,233,377	114,637	213,130	845,516
Rail shipments for week	109,741	147,254	72,032	5,937

Total in store and in transit	Nov. 19, '70	9,527,823	1,297,429	3,476,322	3,019,630
" " "	Nov. 12, '70	8,282,653	1,993,481	1,894,356	1,187,220
" " "	Oct. 29, '70	10,630,793	2,127,024	4,217,576	2,556,343
" " "	Oct. 22, '70	10,311,132	2,806,928	4,536,492	2,286,263
" " "	Oct. 15, '70	10,179,145	3,128,615	4,623,776	2,513,281
" " "	Oct. 8, '70	8,936,990	2,806,812	4,293,725	2,345,508
" " "	Oct. 1, '70	8,708,294	2,895,983	4,143,799	1,963,886
" " "	Sept. 24, '70	7,414,623	3,123,249	4,109,686	1,581,003
" " "	Sept. 17, '70	7,285,362	3,234,088	4,514,213	191,313
" " "	Sept. 10, '70	7,583,183	3,297,447	4,513,193	1,297,535

* Estimated.
† Including only stocks in store at New York, Buffalo, Chicago and Milwaukee and amount in transit.

GROCERIES.

FRIDAY EVENING, November 25, 1870.

With a holiday intervening the volume of business has naturally been somewhat reduced since our last report, though in one or two instances a fair amount of animation was shown, and values almost without exception are sustained. The remaining parcels of duty paid goods are offered with much freedom, and on easy terms, but the stock in bond attracts the most attention, occasionally to the extent of some speculative movement, and prices rule firm and uniform. Still buyers are rather cautious in all their movements, and the hand to mouth policy has evidently become too deeply seated during the past season to be easily eradicated now, especially as it is thought the changes in duties will, notwithstanding all the preparation made, be apt to cause a few violent changes. The "street" has been filled with rumors of the seizure of the books of one of the oldest and strongest grocery houses, owing to alleged frauds upon the customs by making false returns of the weight of coffee. Nothing positive is known in the matter, though of late it was reported a compromise had been effected.

The entries direct for consumption, and the withdrawals from bond, showing together the total thrown on the market for the week, were as follows:

Tea, black	1,090 pkgs.	Laguayra	824 bags.	Sugar, Brazil	12,309 bags.
Green	791 pkgs.	Other	3,734 bxs.	Manila, &c.	363 hhd.
Japan	436 pkgs.	Sugar, Cuba	1,890 hhd.	M'lases, Cuba	516 hhd.
Various	971 pkgs.	Porto Rico	110 hhd.	Demerara	50 hhd.
Coffee, Rio	4,276 bags.	Other	103 hhd.	Other	103 hhd.
Java	1,400 mats.				
Maracaibo	813 bags.				

Imports this week have included two cargoes of tea, 7,485 bags Rio, and 2,735 bags of other sorts of coffee. Receipts of sugar and molasses have been small.

The stocks in New York at date, and imports at the five leading ports since Jan. 1, are as follows:

	Stocks in New York at date.		Imports at leading ports since January 1.	
	1870.	1869.	1870.	1869.
Tea	42,944	99,218	1,227,340	1,094,546
Tea (indirect import)	42,944	99,218	366,449	288,334
Coffee, Rio	92,845	103,494	420,030	563,916
Coffee, other	85,349	66,789	527,644	537,839
Sugar	362,334	176,401	786,215	757,360
Sugar	11,208	12,127	283,131	315,651

TEA.

There has been some improvement in the business doing, and a continued firm and uniform tone to the entire market. New Greens have been offered with a little more freedom, and found quite a ready sale. Oolongs were inquired after, and Japans found comparatively liberal buyers. The movements were, in the main, with the regular jobbing trade for re-distribution, the purchases being made in view of the fact that a great many goods bought to carry over into the new year have been sold out and must be at once replaced to keep up assortments. Some two or three speculative movements are reported, but nothing of any magnitude. Quotations remain as before, but there is, if anything, greater firmness on choice Blacks. Sales of 4,816 pkgs. Green, 2,100 pkgs. Oolong, and 6,150 Japans.

Imports this week have included the following cargoes: "Edward Herbert" from Hiogo, with 241,532 lbs. Japan; str. "Magdala" (via Suez Canal) from Shanghai, with 48,161 lbs. black, and 793,278 lbs. green; also, 433 pkgs.

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1870 and 1869:

	Black.	Green.	Japan.	Total.
1870	18,404,838	16,845,209	9,346,094	39,596,141
1869	13,134,142	17,655,045	10,177,784	40,966,971

The indirect importations, including receipts by P. M. Steamers via Aspinwall, have been 97,807 pkgs. since January 1, against 34,642 last year.

COFFEE.

We note a continued fair and wholesome demand for Brazils during the week and a pretty good business transacted, the movement being considerably stimulated by an increased offering of desirable goods, per regular steamer. The call has come entirely from the jobbing dealers, and, as before, most purchases were based largely upon early wants, but many buyers have been waiting for some time to secure a desirable selection, and the first offering was quickly taken and full prices readily paid. The ordinary qualities have also found a few friends, but the medium stock is still neglected. Importers and holders generally remain firm for the best stock and reasonably steady on all qualities, feeling encouraged by the fact that the supply on the seaboard is still less than one hundred thousand bags, and a slightly better tone to later telegraphic advices from Rio Janeiro. At neighboring markets business has been

dull, and no new features of importance developed. Java remains quite steady, and has been fairly active from second hands, a great many odd parcels being distributed to various points, including further shipments in bond to the West, and, as the stock here is not unusually heavy, holders express confidence. West India styles have sold rather slowly, but in all cases are held at full former rates, with owners indifferent about showing their samples unless buyers are prepared to accept the position of affairs. The transactions during the week embrace 22,727 bags Rio, 300 bags Maracaibo, 115 bags Savanilla, 100 bags Jamaica, 5,000 mats Java, 250 bags St. Domingo, with direct shipments of 1,367 bags; at Boston, 2,000 piculs Singapore, and at Baltimore 2,000 bags Rio. Imports of Rio this week have included the following cargo; str. "North America," 7,485 bags. Of other sorts the imports have included 2,092 bags St. Domingo, per str. "City of Port au Prince," and 653 bags of sundries.

The stock of Rio, Nov. 23, and the imports since January 1 are as follows:

In Bags.	New York.	Phila. delphia.	Balti- more.	New Orleans.	Savan. & Mobile.	Gal- veston.	Total.
Stock	47,421	15,677	12,380	5,392	8,400	89,270	
Same date 1869	99,213	21,100	4,500	1,000	1,000	124,813	
Imports	616,061	426,208	127,742	87,232	20,112	1,227,340	
" in 1869	673,896	9,200	282,343	95,441	26,866	2,800	1,094,546

Of other sorts the stock at New York, Nov. 23, and the imports at the several ports since January 1 were as follows:

In bags	New York	Boston	Philadel.	Balt.	N. Orleans	Total
Java and Singapore	1,900	55,249	56,244	3,164	3,118	68,635
Ceylon	8,539	25,426	500			34,465
Maracaibo	22,865	106,811				129,676
Laguayra	914	20,081	11,693			22,688
St. Domingo	1,145	46,236	9,108			56,489
Other	9,181	24,851	557	400	1,044	35,983
Total	42,944	273,704	65,909	15,757	4,162	392,476
Same time, 1869	9,137	224,539	40,440	21,125	1,008	296,249

* Includes mats, &c., reduced to bags. † Also, 23,505 mats.

SUGAR.

Raw Sugars have continued to sell in a very slow uncertain manner, but still the aggregate business more than balances the receipts, and the accumulation is still falling off, adding further to the confidence of importers and holders, and keeping prices full up to the former level. It seems to be now generally understood that no important concessions will be made on the remaining supplies, and whatever is unsold will not be forced off, but carried over into the new year to take the chances under the new duty. The supply on the market is neither large or well assorted, but still buyers find it possible to make the necessary selections without a very extended search, particularly of Moscovado grades, Clayed Sugars having rather the strongest tone. The leading refiners are still working to some extent, but on reduced time, and as soon, as present orders are filled machinery will be stopped, and the annual clearing up take place. Of the new crop domestic we are getting a few parcels, but no heavy shipments are due, and not until markets nearer home have been thoroughly tried will producers be likely to send much stock in this direction. Refined have been in small stock, but the demand was also very limited, and only on orders made up through sheer necessity. Prices have not greatly varied, but the tone was weak, and any accrued advantage is with the buyer. The sales of Raw embrace 3,697 hhd. Cuba, 165 hhd. Porto Rico, 50 hhd. Demerara, 102 hhd. Martinique, 47 hhd. New Orleans, 1,500 bags Bahia, and 2,73 boxes Havana.

Imports at New York, and stock in first hands, Nov. 23, were as follows:

Imports this week	Cuba, bxs.	Cuba, hhd.	P. Rico, hhd.	Other hhd.	Brazil, bags.	Manila, bags.	Melado hhd.
" since Jan. 1	4,663	496	36,339	517	67,794	414,289	18,674
" same time '69	263,526	254,258	35,949	31,185	119,143	348,851	....
Stock in first hands	92,345		35,349		362,634		638
Same time 1869	103,494		66,789		176,401		323
" 1868	81,768		41,743		44,375		....

MOLASSES.

There is no improvement whatever in the position of the market for foreign goods. Refiners have almost entirely ceased operations for the season, and if they can be induced to enter the market at all it is only, as noted last week, to secure unusually cheap parcels, which are almost certain to yield a profit if held over and worked up when the production is again resumed. Distilling grades, certainly dull enough during the entire autumn have become more so if possible since the raids on the illicit stills in this vicinity, and no one ventures to predict what disposition will finally be made of this class of goods. Fine grocery qualities have after a fashion sold fairly, but only in a jobbing way, and prices though without decided change lack strength, while the common sorts are entirely nominal, and quotations of little use. Domestic has been quiet or active according to the supply at hand per steamer, but receivers throughout have proved quick and willing sellers, and values show some shrinkage. There is every prospect of a most liberal supply, and thus far the quality has been unusually fine and uniform. The transactions during the week embrace 75 hhd. Cuba Muscovado, 25 hhd. Cuba Clayed, 40 hhd. English Island, 125 hhd. Porto Rico, and 1,850 bbls. New Orleans.

The receipts at New York, and stock in first hands, Nov. 23, were as follows:

Imports this week	Cuba, hhd.	P. Rico, hhd.	Demerara, hhd.	Other hhd.	N. O' bbls.
" since Jan. 1	80,026	25,067	4,746	16,056	18,455
" same time 1869	94,065	22,502	9,188	18,705	14,913
Stock in first hands	8,062	1,843	1,303	2,245	1,000
" same time '69	8,718	1,164	2,245	2,080	200
" same time '68	8,165	1,232	2,080	....	....

Imports of Sugar & Molasses at leading ports since Jan. 1.

The imports of sugar (including Melado), and of Molasses at the leading ports from January 1 to date, have been as follows:

	Sugar		Molasses	
	Boxes.	Hhds.	1870.	1869.
New York	263,526	368,038	125,995	144,301
Boston	21,023	34,836	54,624	48,372
Philadelphia	30,541	32,575	78,112	81,207
Baltimore	50,351	46,991	22,528	22,710
New Orleans	49,109	81,476	7,372	12,061
Total	420,030	563,916	288,431	312,651

* Including tierces and barrels reduced to hhd.

SPICES.

The market has at times shown a slightly feverish tone, owing, in part, to constant rumors of liberal movements on some of the leading styles. The reports, however, appear to be much exaggerated, and in some instances wholly

without foundation, and tend to restrict rather than improve business. Goods are undoubtedly wanted in bond, and full prices can in all cases be obtained for first-class parcels; but buyers are not by any means reckless in a speculative way, while the trade, already holding a fair stock, are rather inclined to move with greater caution, and make closer selections.

FRUITS, &c.

There has been a fair amount of foreign Dried taken for consumption in a quiet jobbing way at a slight reduction in the price of most kinds. With free arrivals of Layer Raisins prices are still easier, and a large lot could probably be purchased at \$2 65; at auction last Wednesday some 2,000 boxes prime sold at that price cash.

There is a better supply of West India fruits in the market which have sold pretty well, at the close there is a decline, however, with a large supply offering. Sales at \$10.00 per bbl. for Porto Rico; \$8.00 for Gaudaloupe; \$6.00 for Havana, and \$3.00 for Grape fruit.

The market for Domestic Dried continues moderately active for the finer qualities of Apples and Peaches and dull for the lower grades, sliced State apples especially, sell readily on arrival at pretty steady prices. Pared peaches, if strictly prime, are wanted at better prices, but common kinds are difficult to dispose of.

Domestic Green are in good demand for apples, and as the bulk of the supply to come forward is in store, dealers who hold sound, hard stock are inclined to ask an advance on previous prices. Cranberries are in limited demand, and rates are without improvement.

FOREIGN ADVICES.

Tea.—China telegrams via San Francisco are at hand as follows: "Yokohama," Oct. 23. Demand for America quiet with a decline in prices. "Shanghai," Oct. 12.—No change in prices for best Tein Kais.

The following shows the quantity of Tea afloat for the United States at latest dates (not including San Francisco), and which has not yet arrived:

Table with columns: Date of sailing, 1870; Name of Vessel; From; Black lbs.; Green lbs.; Japan lbs.; Total lbs. Lists various vessels like Ocean Gem, Chloris, C. Hutchings, etc.

Total afloat (and not yet arrived) 4,180,525 4,948,446 2,895,385 11,009,306
Total exports to U. S. ports, June 1 to Sept. 14, 3,697,495 3,434,828 2,536,918 9,669,236

* For Boston.

Rio Coffee.—The American mail from Rio brings us market reports to Oct. 24.—The first part of preceding fortnight transactions were extremely limited, while arrivals from the Interior amounted to about 7,500 bags per day, causing a decline in prices of 100 reis, but at this turn in the market buyers were numerous and large purchases were made both for United States and the continent.

Table with columns: Shipments of Coffee to the United States; Date; 1868; 1869; 1870. Lists monthly and total shipments.

Vessels sailed for U. S., Oct. 1 to Oct. 24 122,665 bags
Vessels cleared and ready for sea Oct. 25 7,435
Vessels loading or about to load 29,200 "

Messrs. Wright & Co.'s telegram, dated Rio de Janeiro, November 6, 1870, reports: sales coffee for United States since October 30, 52,000; shipments, \$7,000; loading, \$6,000; Stock at date, 73,000; price, 6½/500. Exchange, 22¼ d.

Java Coffee and Sugar.—Batavia telegrams, dated Oct. 13, state that the Government sale of coffee amounted to only 39,000 piculs, price not given, and quoting sugar, No. 14, at 14¼ f. Last advices giving state of coffee market are to Sept. 25, when quotations were entirely nominal, with no transactions, with the existing impression that the Government sale of Sept. 30 would be at low figures.

The following shows the vessels afloat for U. S. by latest advices, which have not yet arrived:

Table with columns: Date; Vessel; Coffee (pcls) 136 lbs.; Sugar (pcls) 186 lbs. Lists vessels like Balmaguth, Ida, Kingdom of Belgium, etc.

Total piculs of 136 lbs. 35,682 3,486

* Not sailed at last dates.

Cuba Sugar.—Havana, Nov. 18.—The Weekly Report says: There has been comparatively little done since we last wrote, the sales effected having, with very few exceptions, been altogether unimportant.

The sales which have been reported during the week amount to about 8,000 boxes of all classes—against 9,500 last week.

Table with columns: Shipments this week from Havana and Matanzas have been as follows; To; Boxes; Hhds. Lists New York, Boston.

Total export of the week to all countries 2,949 283

The general movement at both ports has been as follows:

Table with columns: Rec'ts this w'k; Exports since January 1; Stock at date. Lists 1870, 1869, 1868.

Manila Sugar.—The following shows the quantity of Sugar afloat for the United States at last advices, and which has not yet arrived:

Table with columns: Ship; For; Piculs (139 lbs.); Ship; For; Piculs (139 lbs.). Lists Zephyr, Mountain Ash, Petunia, Carobel.

Total piculs (of 139 lbs.) 42,873

PRICES CURRENT.

The Following are Ruling Quotations in First Hand. On the Purchase of Small Lots Prices are a Fraction Higher.

Table with columns: Tea; Duty paid; Price. Lists Hyson, Young Hyson, Gunp. & Imp., etc.

Coffee.

Table with columns: Price; Type. Lists Rio Prime, do good, do fair, do ordinary, Java, mats and bags.

Sugar.

Table with columns: Price; Type. Lists Cuba, inf. to com. refining, do fair to good refining, etc.

Molasses.

Table with columns: Price; Type. Lists New Orleans new, Porto Rico, Cuba Muscovado.

Rice.

Table with columns: Price; Type. Lists Radgoon, dressed, gold in bond, Carolina (new).

Spices.

Table with columns: Price; Type. Lists Cassia, in cases, do in mats, Ginger, Race and Af (gold), etc.

Fruits and Nuts.

Table with columns: Price; Type. Lists Raisins, Seedless, new, do Layer, 1870, etc.

Grocers' Drugs and Sundries.

Table with columns: Price; Type. Lists Alum, Bl-Carb, Soda (Eng.), Borax, Sal Soda, Cask, etc.

THE DRY GOODS TRADE.

FRIDAY, P.M., November 25, 1870.

There has been a fair degree of activity in the market during the week, and the distribution of all seasonable goods, though confined to small lots, aggregates an amount nearly equal to that of the previous week. The annual Thanksgiving Day occurring in the middle of the week interfered with trade somewhat in keeping buyers from the market, and in view of this fact the result is very satisfactory. The demand from jobbers in the interior has been very good, and the sales, especially of prints, show considerable improvement. The consumptive demand in all sections is said to be good, with decidedly more encouraging prospects for a good trade during the remainder of the season than was reported a few weeks ago. The manufacture of goods, especially for the Fall and Winter trade, has about ceased, and stocks throughout the market are very much reduced. We hear complaints again, from both cotton and woolen commission houses, of a scarcity of goods, in consequence of the curtailed production which is still necessitated by the scarcity of water in the manufacturing streams. Some fears are entertained that before the water power is materially increased a severe Winter may set in, when heavy ice will again stop the bulk of the machinery dependent solely upon water power. This would be more seriously felt in the matter of woolen goods, as the market is destitute of these fabrics in Spring weights, while the supply of cotton goods is moderate, with sufficient time to intervene between this and the opening of the Spring trade for manufacturers to accumulate a considerable stock, even on a curtailed production.

Collections are still easy, and the financial condition of the trade is said to be very satisfactory. A German cloth jobber failed early in the week, with liabilities amounting to about \$100,000, and but little, if any over \$25,000 assets. This, however, is not indicative of any weakness in Dry Goods paper, which the note brokers inform us, is in no way affected by it.

DOMESTIC COTTON GOODS.—There have been very few changes in any line since our last review, and with a fairly active demand and limited supply, the list of quotations has been pretty well sustained. We notice a little weakness in some makes of bleached goods, though there are few changes in quotations. Agents obviate this by merely increasing their discounts. The demand for Canton flannels improves somewhat, though still comparatively light. There has been sufficient trade, however, to greatly reduce stocks, and the quotations are firm, though a few changes have occurred during the week. In other cotton goods there are few changes to note, and the trade is fair for this stage of the season. In goods suited to clothiers uses there has been rather more activity, but the demand from this class of buyers has not become very spirited.

DOMESTIC WOOLENS.—There have been more buyers in the market this week, canvassing for job lots of old styles of light weights, though the purchases, so far as we can learn, have not been very heavy. Cloths continue about as previously reported, with the movements confined to the usual requirements of the consuming trade at this period of the season. There is not much activity in Cassimeres, either in light or heavy weights. Of the former, samples of light weights are not generally shown as yet, but agents are receiving invoices from the mills, and are placing orders for considerable quantities.

FOREIGN GOODS.—Trade drags in this department, there being but little demand except for such lots as the immediate wants of the trade require. There is a fair trade for this stage of the season in dress goods, and in most instances the stock in first hands has been so much reduced as to give steadiness to prices even in the absence of an active demand at the moment. There is a lively demand for millinery velvets and some styles of ribbons, especially adapted to the winter trade. Linens remain flat, with only light sales to replenish stocks. The auction houses are generally supplied with well assorted lots, but the prices realized are generally low.

The exports of dry goods for the past week, and since January 1, 1870, and the total for the same time in several previous years are shown in the following table:

	FROM NEW YORK.		FROM BOSTON	
	Domestics. pkgs.	Val.	Dry Goods. packages.	Domestics. pkgs.
Total for week....	70	\$6,290	70	\$19,240
Since Jan. 1, 1870....	13,793	1,594,609	2,960	940,418
Same time 1869.....	19,835	2,125,306	4,899	994,637
" " 1868.....	22,520	1,356,813	4,565	1,438,210
" " 1867.....	11,939	1,551,960	3,394	1,192,382
" " 1866.....	8,707	.....	.....	4,267
" " 1865.....	81,406	.....	.....	33,620

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of the leading Jobbers:

BROWN SHEETINGS AND SHIRTINGS are in fair demand, without material change in prices. Amoskeag A 36 12½ do B 36 12, Atlantic A 36 18, do D 11, do H 12½, Appleton A 36 18, Augusta 36 11½, do 30 10, Bedford R 36 8, Boott O 34 11,

Commonwealth O 27 8, Grafton A 27 8, Great Falls M 36 11, do S 33 10, Indian Head 36 13, do 30 11½, Indian Orchard A 40 13½, do O 36 11½, Laconia O 39. — do B 37 11½, Lawrence A 36 11, Lyman C 36 10½, do E 36 13, Medford 36 11½, Nashua fine O 33 12, do 36 13, do E 40 15, New market A 36 11½, Pacific extra 36 12½, do L 36 11½, Pepperell 7-4 22½, do 8-4 25, do 9-4 29, do 10-4 34, do 11-4 40, Pepperell E fine 39 12½, do R 36 11½, Pocasset F 30 8½, Saranac fine O 33 12, do R 36 13, Stark A 36 12½, Swift River 36 10, Tiger 27 7½.

BLEACHED SHEETINGS AND SHIRTINGS sell slowly in small lots, and prices though without general change, are, in some instances weak. Amoskeag 46 17½, do 42 16, do A 36 15, American A 36 12½, Androscoggin L 36 15½ Arkwright WT 36 18, Ballou & Son 36 13½, Bartletts 36 15, do 33 13½, Bates XX 36 19, Blackstone 36 14½ Boott B 36 14, do O 30 11, do R 23 8½. Clarks 36 19, Dwight D 40 18, Ellerton 10-4 45, Forestdale 36 15, Fruit of the Loom 36 16, Globe 27 7, Gold Medal 36 13½, Great Falls Q 36 16, Hill's Semp. Idem 36 15½, Hope 36 12, James 36 15, Lonsdale 36 16, Masonville 36 16, Newmarket C 36 13½, New York Mills 36 20, Pepperell 6-4 25, do 10-4 39, Tuscarora 36 17½, Utica 5-4 26, do 6-4 32½, do 9-4 51½, do 10-4 56½, Waltham X 33 11½, do 42 15 do 6-4 25, do 8-4 27½, do 9-4 32½, do 10-4 40. Wamsutta 36 19.

PRINTING CLOTHS are quiet and firm at 7@7½c. for 64x64's on hand, and for future delivery.

PRINTS are steady, with a fair demand for all of the more prominent styles. American 10½, Albion solid 11, Albion Ruby — Allens 10½, do pinks 12, purples 12, Arnolds 8½, Atlantic 6, Dunnell's 11½, Hamilton 11, London mourning 10, Mallory 11½, Manchester 10½, Merrimac D 11, do pink and purple 13½, do W fancy 12½, Oriental 11 Pacific 11, Richmond's 10½, Simpson Mourning 10½, Sprague's pink 11½, do blue and White 10½, do shirtings 10½, Wamsutta 7½.

CHECKS.—Caledonia 70 22½, do 50 24, do 12 26½, do 10 21, do 8 18 do 11 22½, do 15 27½, Cumberland 13, Jos Greers, 55 15½, do 65 18 Kennebeck 20, Lanark, No. 2, 9½, Medford 13, Mech's No. A 1 29.

DENIMS.—Amoskeag 26, Bedford 14½, Beaver Cr. AA 23, Columbian, heavy 25, Haymaker Bro. 14, Manchester 20, Otis AXA 24, do BB 21.

CORSET JEANS.—Amoskeag 11½, Androscoggin 13½, Bates 9@0, Everetts 15½, Indian Orchard Imp. 10, Laconia 11½, Newmarket 10.

COTTON BAGS.—Ontario A \$40 00, American \$35@37 50, Androscoggin \$37 50, Great Falls A \$37 50, Lewiston \$35 00, Stark A \$42 50.

BROWN DRILLS.—Atlantic 14, Appleton 14½, Amoskeag 14, Augusta 14, Pacific 14½, Pepperell 13½, Stark A 14.

STRIPE.—Albany 8½, Algoden 16½, American 12-13, Amoskeag 20-21, Hamilton 19-20, Haymaker 13½-14, Sheridan A 11, do G 11½, Uncasville A 13-14, do B 13-14, Whittendon AA 22½.

TICKINGS.—Albany 8½, American 14½, Amoskeag ACA 50, do A 24, do B 21, do C 20, do D 18, Blackstone River 14½, Conestoga extra 32 21, do do 36 25, Cordis AAA 24, do ACE 28, Hamilton 21½, Swift River 13, Thorndike A 15½, Whittendon A 22½, York 30 22½.

GINGHAMS.—Olyde, 11½; Earleton, extra, 18; Glasgow, 14; Gloucester, 13; Hadley, 14; Hampden, 15; Hartford, 13; Lancaster, 15; Lancashire, 15; Pequa, 12½; Park Mills, 14; Quaker City, 14.

MOUSSELINE DELAINES.—Pacific 18@20, Manchester 18, Hamilton 18, Tycoon reps 23-27½, Pacific Mills printed armures 19, do Imperial reps 22½-27½, do aniline 22, do plain assorted colored armures 19, do do Orientals 18, do do alpacas 21, do do corded do 22½, Merino A 32½, AA 37½ AAA 42½.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for superfine, 2 mos. credit, or less 2 per cent., 10 days; \$1 15 for extra super, and \$1 42½ for three-ply; Hartford Company's \$1 for medium superfine; \$1 12½ for superfine; \$1 42½ for Imperial three-ply, and \$1 50 for extra three-ply; Brussels \$1 80 for 3 fr., \$1 90 for 4 fr., and \$2 for 5 fr.

The attention of dry goods merchants is directed to the card of Messrs. J. S. & E. Wright, on the next page. This well known firm are agents for a number of New England mills whose goods are in high favor with all consumers of dry goods, and as the house has branches both in Boston and Philadelphia they can meet the wants of buyers in any of these great markets.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending Nov. 24, 1870, and the corresponding weeks of 1869 and 1868, have been as follows:

	1868.		1869.		1870.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool...	534	\$192,123	568	\$184,531	763	\$269,868
do cotton...	336	110,426	490	140,545	924	232,086
do silk...	614	290,511	353	351,786	374	341,777
do flax....	867	166,494	1,199	168,862	1,309	210,306
Miscellaneous dry goods.	845	96,940	284	114,617	357	123,114
Total.....	3,246	\$956,493	2,892	\$850,341	3,626	\$1,177,186

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

Manufactures of wool...	300	\$117,410	333	\$114,072	411	\$149,933
do cotton...	128	29,530	170	47,218	199	59,929
do silk....	36	48,650	66	82,397	55	77,097
do flax....	247	63,060	389	105,127	273	58,013
Miscellaneous dry goods.	38	6,130	118	21,841	692	49,209
Total.....	749	\$264,790	1,076	\$370,655	1,630	\$387,185
Add ent'd for consu'pt'n.	3,246	956,493	2,892	850,341	3,626	1,177,186
Total withdrawn upon m'rkt	3,995	\$1,221,283	3,968	\$1,220,996	5,256	\$1,564,371

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

Manufactures of wool...	236	\$89,829	285	\$85,554	760	\$307,275
do cotton...	117	30,821	90	29,425	453	114,519
do silk....	50	50,691	37	33,766	71	61,088
do flax....	406	87,293	388	85,459	352	178,010
Miscellaneous dry goods.	675	29,416	171	84,302	63	24,506
Total.....	1,484	\$228,050	922	\$318,506	2,199	\$715,698
Add ent'd for consu'pt'n.	3,246	956,493	2,892	850,341	3,626	1,177,186
Total entered at the port	4,730	\$1,244,543	3,814	\$1,168,847	5,825	\$1,892,884

Miscellaneous.

Cartwright & Warner's
Patent Merino

Undervests,
Drawers,

AND

HOSIERY.

A LARGE VARIETY OF

NEW GOODS,

AT

EXTREMELY LOW PRICES.

Union Adams & Co.,

No. 637 Broadway.

J. S. & E. Wright & Co.,

92 & 94 Franklin streetNEW YORK.

69 Franklin streetBOSTON.

241 Chestnut street.....PHILADELPHIA.

AGENTS FOR

- Pepperell Mfg. Co.,
- Otis Company.
- Bates Mfg. Co.,
- Columbia Mfg. Co.,
- Androscoggin Mills,
- Continental Mills.,
- Warren Cotton Mills,
- Laconia Co.,
- Boston Duck Co.,
- Franklin Co.,
- Thorndike Co.,
- Cordis Mills.

Brinckerhoff, Turner &
Polhemus,

Manufacturers and Dealers in

COTTONS AND DUCK

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR COVER-
ING, BAGGING, RAVENS DUCK, SAIL TWINES
& C. "ONTARIO" SEAMLESS BAGS,
"AWNING STRIPES."

Also, Agents

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A full supply all Widths and Colors always in stock

13 & 15 Lispenard Street.

STOKER, TAYLOR & Co.,

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11 NASSAU STREET, NEW YORK.

Sight and Time Bills on LONDON, LIVERPOOL,
EDINBURGH and DUBLIN, PARIS, BREMEN,
HAMBURG, BERLIN, FRANKFORT-ON-THE-
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STOCKS, BONDS and GOLD BOUGHT AND SOLD
on COMMISSION.

COLLECTIONS made in all parts of Europe.

M. K. JESUP & COMPANY,

BANKERS AND MERCHANTS,

12 PINE STREET.

Negotiate
Bonds and Loans for Railroad Cos.,
Contract for
Iron or Steel Rails, Locomotives,
Cars, etc.
and undertake
all business connected with Railways

Life Insurance.

EQUITABLE

LIFE ASSURANCE SOCIETY
OF THE UNITED STATES,
116, 118, 120, 122 & 124 BROADWAY, NEW YORK.

Assets over - - - - \$12,000,000
Income - - - - - 6,000,000

WILLIAM C. ALEXANDER, President.
HENRY B. HYDE, Vice-President.
GEORGE W. PHILLIPS, Actuary.
JAMES W. ALEXANDER, Secretary.
SAMUEL BORROWK, City Manager.

Miscellaneous.

STATE OF ARKANSAS

7 PER CENT BONDS, ENDORSED BY THE

MEMPHIS & LITTLE ROCK RR. CO.

For Sale at 70 and accrued interest, by

Swenson, Perkins & Co.,

80 BEAVER STREET.

THE STATE OF ARKANSAS issues its Bonds in aid
of Railroads—ten thousand dollars per mile, for the
payment thereof a special tax is collected annually
for interest and sinking fund.

THE MEMPHIS AND LITTLE ROCK RAILROAD
183 miles long, is completed and in running order 120
miles. The unfinished section will be completed in
December next.

R. C. BRINKLEY, Pres't.
Memphis and Little Rock RR.

ESTABLISHED 1855.

SEARS BROTHERS,

STEAM PRINTERS, STATIONERS,

AND

MANUFACTURERS OF FINE ACCOUNT BOOKS

FOR THE USE OF

Banks, Stock and Gold Brokers,
Merchants, and incorporated
Companies.

NO. 45 WILLIAM STREET,

One door north of Wall-st., New York.

Having recently added to our business an entirely
NEW STEAM PRINTING OFFICE, our facilities in
this line are unequalled.

Bankers' and Brokers' Account Books of all kinds
on hand, and made to order, of best material.

New firms organizing will find at this establish-
ment everything necessary for Counting House and
Office use at as low prices as good material can be
furnished.

FURNITURE.

E. W. Hutchings & Son,

MANUFACTURERS OF

RICH & PLAIN

Furniture & Decorations

99 & 101 FOURTH AVENUE,

FORMERLY 475 BROADWAY,

Near A. T. Stewart & Co.'s NEW YORK.

Where a general assortment can be had at moderate
prices.
Wood Mantels, Pier and Mantel Frames and Wains-
coting made to order from designs.

FACTORY, 46 AND 48 WOOSTER ST.

FOR SALE.

TOWN BONDS

Of the State of Illinois, bearing interest at EIGHT
and TEN per cent, for sale at 85 and interest for 8 per
cent, 90 and interest for 10 per cent.

For particulars inquire of
PARKER & LAWRENCE,
BANKERS,
NO. 1 WALL STREET.

Transportation.

GREAT

SOUTHERN MAIL ROUTE

TO

NEW ORLEANS, MEMPHIS, AND
MOBILE--ALL RAIL.



Leave New York

At 8.40 A.M. for RICHMOND, and Points on the Coast.
At 9.20 P.M. from foot of Cortlandt street, via New
York and Philadelphia Line, by GREAT SOUTH-
ERN MAIL ROUTE TRAIN, for Richmond, New
Orleans, Mobile, Memphis, Chattanooga, Nashville
Atlanta, Macon, and intermediate points.

STATIONS.	Miles.	GO'G SOUTH.		GO'G NORTH.	
		Time.	Time.	Time.	Time.
NEW YORK.....	0	Lv. 9.0 p.m.	Ar. 6.19 a.m.		
WASHINGTON.....	228	" 6.55 a.m.	" 9.00 p.m.		
GORDONSVILLE.....	324	" 12.55 p.m.	" 12.45 p.m.		
BRISTOL.....	610	" 6.00 a.m.	" 7.28 p.m.		
KNOXVILLE.....	741	" 1.14 p.m.	" 11.15 a.m.		
*CLEVELAND.....	823	" 5.55 p.m.	" 6.27 a.m.		
†CHATTANOOGA.....	850	" 8.00 p.m.	" 4.45 a.m.		
NASHVILLE.....	1001	Ar. 5.00 a.m.	" 6.00 p.m.		
†CORINTH.....	1066	Lv. 9.00 a.m.	" 5.44 p.m.		
‡GRAND JUNCT. ON.....	1107	" 11.52 a.m.	" 8.30 p.m.		
MEMPHIS.....	1159	Ar. 2.55 p.m.	" 12.15 p.m.		
**JACKSON.....	1319	Lv. 11.45 p.m.	" 4.97 p.m.		
ATLANTA.....	932	Ar. 8.35 a.m.	" 7.25 p.m.		
MACON.....	1055	" 1.40 p.m.	" 7.55 a.m.		
MONTGOMERY.....	1127	" 8.00 p.m.	" 5.45 a.m.		
MOBILE.....	1352	" 8.00 a.m.	" 5.20 p.m.		
NEW ORLEANS.....	1502	" 10.10 a.m.	" 7.00 a.m.		

* Change cars for Atlanta, Macon, Montgomery,
Selma, West Point, Eufaula, Mobile, Savannah, and
intermediate points.

† Change cars for Nashville and New Orleans. No
change from this point to New Orleans.

‡ Change cars for Mobile, via M. & O. R. R.—All Rail.

§ Change cars for Memphis.

** Change cars for Vicksburg.

J. B. YATES,

General Eastern Passenger Agent.

PACIFIC MAIL STEAMSHIP COMPANY'S

THROUGH LINE

To CALIFORNIA & CHINA,

Touching at Mexican Ports

AND

CARRYING THE UNITED STATES MAILS.

On the 4th and 20th of Each Month.

Leave PIER 42 NORTH RIVER, foot of Canal street
at 12 o'clock noon, as above (except when those dates
fall on Sunday, and then on the preceding Saturday),
for ASPIN WALL, connecting via Panama Railway
with one of the Company's Steamships from Panama
for SAN FRANCISCO, touching at MANZANILLO,
Also, connecting at Panama with steamers for
SOUTH PACIFIC AND CENTRAL AMERICAN
PORTS.

One hundred pounds baggage allowed each adult.
Baggage-masters accompany baggage through, and
attend to ladies and children without male protec-
tors. Baggage received on the dock the day before
sailing, from steamboats, railroads, and passengers
who prefer to send them down early. An experienced
surgeon on board. Medicine and attendance free.

For passage tickets or further information apply to
the Company's ticket office, on the wharf, foot of
Canal street, North River, New York.

F. R. BABY, Agent.

FOR LIVERPOOL,

(Via Queenstown.)

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN
STEAM COMPANY will dispatch one of their first-
class full-power iron screw steamships from

PIER No. 46 NORTH RIVER, EVERY WEDNESDAY
as follows:

WISCONSIN, Capt. Williams.....Nov. 30, at 12 M.
NEBRASKA, (Capt. Guard.....Dec. 2, at 1 1/2 P.M.
MANHATTAN, Captain Forsyth.....Dec. 7, at 3 P.M.
MINNESOTA, Capt. T. W. Freeman Dec. 14, at 10 A.M.
IDAHO, Capt. Price.....Dec. 21, at 3 P.M.
NEVADA, Captain Green.....Dec. 28, at 10 1/2 P.M.
COLORADO, Capt. T. F. Freeman Jan. 4, at

Cabin passage, \$80 gold.
Steerage passage, (Office No. 29 Broadway) \$30 cur-
rency.

For freight or cabin passage apply to
WILLIAMS & GUION, No. 63 Wall-st.

C. B. & J. F. Mitchell,

COMMISSION MERCHANTS,

87 & 89 Leonard Street, New York,

MANUFACTURERS AGENTS

For the Sale of

COTTONS AND WOOLENS.

Insurance

OFFICE OF THE
ATLANTIC

Mutual Insurance Co.

NEW YORK, January 24, 1870.

The Trustees, in conformity to the charter of the Company, submit the following Statement of its affairs on the 31st December, 1869:

Premiums received on Marine Risks, from 1st January, 1869, to 31st December, 1869, \$6,090,637 88
 Premiums on Policies not marked off 1st January, 1869, 2,538,001 23
 Total amount of Marine Premiums, \$8,628,639 05

No Policies have been issued upon Life Risks, nor upon Fire Risks disconnected with Marine Risks.
 Premiums marked off from 1st January, 1869, to 31st December, 1869, \$6,472,918 41

Losses paid during the same period, \$2,302,345 46

Returns of Premiums and Expenses, \$1,287,630 49

The Company has the following Assets, viz:
 United States and State of New York Stock, City, Bank and other Stock, \$7,856,290 00
 Loans secured by Stocks and otherwise, \$1,148,400 00
 Real Estate and Bonds and Mortgages, \$10,000 00
 Interest and sundry Notes and Claims due the Company, estimated at, \$307,568 81
 Premium Notes and Bills Receivable, \$2,513,453 00
 Cash in Bank, \$53,797 58
 Total amount of Assets, \$14,496,508 94

Six per cent interest on the outstanding certificates of profits will be paid to the holders thereof, or their legal representatives, on and after Tuesday, the First of February next.

The outstanding certificates of the issue of 1866 will be redeemed and paid to the holders thereof, or their legal representatives, on and after Tuesday, the First of February next, from which date all interest thereon will cease. The certificates to be produced at the time of payment and cancelled. Upon certificates which were issued (in red scrip) for gold premiums, such payment of interest and redemption will be in gold.

A dividend of FORTY Per Cent is declared on the net earned premiums of the Company, for the year ending 31st December, 1869, for which certificates will be issued on and after Tuesday, the Fifth of April next
 By order of the Board,
 J. H. CHAPMAN, secretary.

TRUSTEES:

- | | |
|---------------------|-----------------------|
| J. D. Jones, | Joseph Gailliard, Jr. |
| Charles Dennis, | C. A. Hand, |
| W. H. H. Moore, | James Low, |
| Henry Coit, | B. J. Howland, |
| Wm. C. Pickersgill, | Benj. Babcock, |
| Lewis Curtis, | Robt. B. Minturn, |
| Charles H. Russell, | Gordon W. Burnham, |
| Lowell Holbrook, | Frederick Chauneey, |
| R. Warren Weston, | R. L. Taylor, |
| Royal Phelps, | Geo. S. Stephenson, |
| Caleb Barstow, | William H. Webb, |
| A. P. Pillot, | Sheppard Gandy, |
| William E. Dodge, | Francis Skiddy, |
| David Lane, | Charles P. Burdett, |
| James Byrce, | Robt. C. Fergusson, |
| Daniel S. Miller, | William E. Bunker, |
| Wm. Sturgis, | Samuel L. Mitchell, |
| Henry K. Bogert, | James G. DeForest, |
| Dennis Perkins, | Robert L. Stuart. |

J. D. JONES, President.
 CHARLES DENNIS, Vice-Pres't.
 W. H. H. MOORE, 2d Vice-Pres't.
 J. D. HEWLETT, 3d Vice-Pres't.

Insurance.

Fire Insurance Agency,
 NO. 62 WALL STREET,
 NEW YORK.

Aetna Insurance Comp'y,
 HARTFORD, CONN.
 INCORPORATED 1819.

Cash Capital.....\$3,000,000 00
 Assets.....\$5,549,504 97

SPRINGFIELD

FIRE & MARINE INSURANCE CO.
 SPRINGFIELD, MASS.
 INCORPORATED 1849.

Cash Capital.....\$500,000 00
 Assets.....\$936,246 65

Providence Washington
 INSURANCE COMPANY,
 OF PROVIDENCE, R. I.

ORGANIZED 1799.

Cash Capital.....\$200,000 00
 Assets.....\$392,425 52

AMERICAN

INSURANCE COMPANY,
 OF PROVIDENCE, R. I.

ORGANIZED 1831.

Cash Capital.....\$200,000 00
 Assets.....\$372,219 38

JAS. A. ALEXANDER, Agent

OFFICE OF THE

Pacific Mutual Insurance
 COMPANY.

HOWARD BUILDING, 176 BROADWAY,
 NEW YORK, January 13, 1870.

THE FOLLOWING STATEMENT OF THE affairs of the Company is published in conformity with the requirements of Section 12 of its charter:

Outstanding Premiums, January 1, 1869, \$104,463 46
 Premiums received from January 1 to December 31, 1869, inclusive 611,290 80

Total amount of Marine Premiums, \$715,751 26
 This Company has issued no Policies, except on Cargo and Freight for the Voyage.

No Risks have been taken upon Time or upon Hulls of Vessels.

Premiums worked off as Earned, during the period as above, \$608,830 22
 Paid for Losses and Expenses, less Savings, &c., during the same period, \$24,344 50
 Return Premiums, 36,697 03

The Company has the following Assets:

Cash in Bank, \$86,015 51
 United States and other Stocks, 533,009 90
 Loans on Stocks Drawing interest, 196,700 00
 \$865,725 41

Premium Notes & Bills Receivable, 234,561 05
 Subscription Notes in advance of Premiums, 46,000 00
 Reinsurance and other Claims due the Company, estimated at, 20,142 77

Total Assets, \$1,166,129 28

SIX PER CENT INTEREST on the outstanding Certificates of Profits will be paid to the holders thereof, or their legal representatives, on and after TUESDAY, the 1st day of February.

The whole of the OUTSTANDING CERTIFICATES OF THE COMPANY, OF THE ISSUE OF 1865, will be redeemed and paid in cash to the holders thereof, or their legal representatives, on and after TUESDAY, the 1st day of February, from which date interest thereon will cease. The Certificates to be produced at the time of payment and cancelled.

A Dividend in Scrip of THIRTY-FIVE PER CENT, free of Government Tax, is declared on the net amount of Earned Premiums for the year ending December 31st, 1869, for which Certificates will be issued on and after TUESDAY, the 5th day of April next.

TRUSTEES:

- | | |
|---------------------|----------------------|
| John K. Myers, | William Leconey, |
| A. C. Richards, | Wm. T. Blodgett |
| G. D. H. Gillespie, | H. C. Southwick, |
| C. E. Milnor, | Wm. Hegeman, |
| Martin Bates, | James R. Taylor, |
| Moses A. Hoppock, | Adam T. Bruce, |
| B. W. Bull, | Albert B. Strange, |
| Horace B. Clafin, | A. Augustus Low, |
| W. M. Richards, | Oean K. Fenner, |
| A. S. Barnes, | Emil Heineman, |
| Egbert Starr, | Jehial Read, |
| A. Wesson, | William A. Hall, |
| John A. Bartow, | Francis Moran, |
| Oliver K. King, | Theo. W. Morris, |
| Alex. M. Earle, | Robert Slimmon, |
| John K. Waller, | Stephen C. Southmayd |
- JOHN K. MYERS, President,
 WILLIAM LECONEY, Vice-President
 THOMAS HALE, Secretary.

DAVIS & FRERET,

REAL ESTATE BROKERS,
 85 ST. CHARLES STREET,
 New Orleans, Louisiana.

Prompt attention given to buying, selling and leasing of plantations and other real estate, paying of taxes collecting rents, etc.

Iron and Railroad Materials

JOHN S. KENNEDY, HENRY M. BAKER, JOHN S. BARNES

J. S. KENNEDY & Co.,

41 CEDAR ST., COR. OF WILLIAM ST.,
 GENERAL RAILWAY AGENTS AND
 MERCHANTS.

Buy and sell Railway Bonds and Negotiate Loans to Railways.

IMPORTERS OF

Iron Rails, Steel Rails, Old Rails,
 Bessemer Pig Iron, Scrap,
 Steel Tyres, boiler plates, &c.

AGENTS FOR

The Bowling Iron Company, Bradford England.
 The West Cumberland Hematite Iron Co., Workington England.
 Supply all Railway Equipment and undertake all Railway business generally.

To Railroad
 COMPANIES.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices, for all descriptions of both AMERICAN and FOREIGN

Railroad Iron.

We are always in a position to furnish all sizes, patterns and weight of rail for both steam and horse roads, and in any quantities desired either for IMMEDIATE OR REMOTE delivery, at any port in the United States or Canada and always at the very lowest current market prices. Contracts will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign, and when desired, we will contract to supply roads with their monthly or yearly requirements.

Orders for Foreign Rails, will be taken for transmission by Mail or through the cable to our

LONDON HOUSE,

58 OLD BROAD STREET,

for execution at a fixed price in Sterling or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America and at the lowest possible rates of freights. Address

S. W. Hopkins & Co.,
 NO. 71 BROADWAY.

GILEAD A. SMITH,

Bartholomew House, opposite Bank of England,
 LONDON E. C.

Railroad Iron,
 Old Rails,
 Bessemer Rails, &c.

U. S. BONDS AND AMERICAN RAILWAY SECURITIES NEGOTIATED.

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Messrs. JAY COOKE & Co., New York, Messrs. JAY COOKE & Co., Washington, Messrs. E. W. CLARK & Co., Philadelphia, Mr. J. EDGAR THOMSON, Philadelphia

MORRIS, TASKER & Co.,

Pascal Iron Works, Philadelphia.

Manufacturers of Wrought Iron Tubes, Lap Welded Boiler Flues, Gas Works Castings and Street Mains, Artesian Well Pipes and Tools, Gas and Steam Fitters' Tools, &c.

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M. BAIRD & Co.,
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All work accurately fitted to gauges and thoroughly interchangeable. Plan, Material, Workmanship Finish and Efficiency fully guaranteed.
 M. Baird, Chas. T. Parry, Wm. P. Henzey
 Geo. Burnham, Edw. H. Williams, Ed. Longstreet

Wm. P. Converse & Co.,
 54 Pine St., New York, Agents

Woodward Steam Pump
 Manufacturing Co.

76, 78 AND 80 CENTRE STREET,
 NEW YORK.

STEAM PUMPS AND FIRE ENGINES, HOTELS, Churches, Public Buildings, etc. Heated by Steam, low pressure.

PRICES CURRENT.

The Duties on Foreign Imports were published in the CHRONICLE of August 14, 1869

Table listing various commodities such as ASHES, BEESWAX, BRICKS, BUTTER AND CHEESE, CANDLES, CEMENT, COAL, COCOA, COFFEE, COPPER, CORN, COTTON, DRUGS AND DYES, and various oils and resins.

Table listing various commodities including Mustard seed, Nutgalls, Oil anis, Oil cassia, Oil bergamot, Oil lemon, Oil peppermint, Oil vitriol, Opium, Oxalic acid, Phosphorus, Prussiate potash, Quicksilver, Quinine, Rhubarb, Sago, Seneca root, Senna, Shell Lac, Soda ash, Sugar lead, Sulphate morphine, Tartaric acid, Tapioca, Verdigris, Vitriol, DUCK, DYE WOODS, FISH, FLAX, FRUITS, GUNNY BAGS, GUNNY CLOTH, GUNPOWDER, HAY, HEMP, HIDES, HONEY, HOPS, and HORNS.

Table listing various commodities including IRON, LEATHER, LIME, LUMBER, MOLASSES, NAILS, OAKUM, OIL CAKE, OILS, PAINTS, PETROLEUM, and PROVISIONS.

Table listing various commodities including Pork, RICE, SALT, SEED, SILK, SPIELTER, SPICES, SPIRITS, SUGAR, TALLOW, TEAS, TIN, TOBACCO, WINES, WOOL, and FREIGHTS.

Cotton.

J. O. JOHNSON & CO., (Late of G. Falls & Co.) COTTON BUYERS, MEMPHIS, TENN.

John C. Graham & Co., SELMA, ALABAMA, BUYERS OF COTTON For a Commission.

COTTON.

1,000 Tons Arrow Ties for baling Cotton.

For Sale by

SWENSON, PERKINS & CO., AGENTS,

P. O. Box 5,724.

80 Beaver street, N. Y.

These Ties have been used more extensively than any others, and last year for more than one-half of all the cotton baled in the United States, and received the premium at several State fairs.

VIBBARD, FOOTE & CO.,

AND

CHARLES G. JOHNSON, PROPRIETORS AND MANUFACTURERS OF COTTON TIES, ENGLAND, NEW YORK AND NEW ORLEANS SELF-FASTENING BUCKLE TIE.

This is for the planter, the compress and the ship; the best and most convenient Tie manufactured. It is recommended by all of the dealers in New Orleans after a thorough investigation as to the merits of the various ties in use. They are made of the best quality of English iron, nicely painted, put up in bundles of uniform weight and are sold under a guaranty to have entire satisfaction.

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65 Beaver street, New York.

Sole Agents for the Atlantic States.

For sale by dealers throughout the country.

WALL ST., 89 BEAVER ST. Post Office Box 3102.

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NEW YORK,

COMMERCIAL BROKERS,

INDIA & DOMESTIC GUNNY CLOTH, Gunny Bags, Linseed, Jute Butts, Sugar.

Joseph B. Glover & Co.

ESTABLISHED 1842.

30 Central Street, Boston.

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SUPER CARB. SODA, & CO.,

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EVERETT & Co.,

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AGENTS FOR

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OF CHINA AND JAPAN.

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COMMISSION MERCHANTS,

RIO DE JANEIRO, BRAZIL.

Represented in the United States by our House,

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FOR EXPORT AND DOMESTIC USE.

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G. W. ABERT, COTTON BROKER

COLUMBUS,

Mississippi.

EDWARD NALLE.

B. O. CAMMAOK.

NALLE & CAMMAOK,

COTTON FACTORS & COMMISSION MERCHANTS 158 Common Street, New Orleans.

Liberal Cash advances made on Consignments.

H. S. FULKERSON,

COTTON BROKER,

CORNER MULBERRY AND WASHINGTON STS. VICKSBURG, MISS.

Refer to G. M. KLEIN, Cashier, Mississippi Valley Bank, Vicksburg.

W. D. Reynolds & Bro.

NORFOLK, VIRGINIA,

Buy Cotton, Grain, &c., on Commission.

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MOORE & WILSON,

(Successors to H. M. Moore.)

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Collections promptly remitted. Correspondents in New York—Messrs. W. P. Converse & Co.

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otton Factor, Commission, Receiving and Forwarding Merchant, GALVESTON, TEXAS.

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J. C. KIRBY,

W. VON ROSENBERG

C. R. JOHNS & Co.,

TEXAS LAND AGENCY,

BANKING & EXCHANGE,

AUSTIN, TEXAS.

Purchase and sell real estate, pay taxes and adjust Titles, prosecute Land and money claims against the State and Federal Governments; make collections. Receive deposits and execute Trusts.

J. L. Leonard & Co.,

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HEAD OF HOUSTON & TEXAS CENTRAL R.R.,

Calvert, Texas.

Adams & Hearne,

BANKERS,

TERMINUS HOUSTON & TEXAS CENTRAL R.R.,

Calvert, Texas.

Draw on National Park Bank, New York.

WM. A. FORT,

Late Fort & Trice.

GEORGE W. JACKSON,

Late Cashier 1st Nat. Bank

Gallipolis, O.

FORT & JACKSON,

BANKERS,

WACO, TEXAS.

REFERENCES AND CORRESPONDENCE:—New York: Winslow, Lanier & Co., David Dows & Co. Cincinnati: First National Bank, Merchants National Bank. New Orleans: Louisiana National Bank, Wheelless & Pratt, Bankers. Galveston: T. H. McMahan & Co.

T. HARDE,

Columbus, Colorado Co.

A. M. MCKINNON,

Lyons, Fayette Co.

HARDE & Co.,

RECEIVING, FORWARDING,

AND

GENERAL COMMISSION MERCHANTS,

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Iron and Railroad Materials.

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ALEX. P. FISK EDWARD FOOTE

Vibbard, Foote & Co.,

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Steel Rails,

Iron Rails,

Old Rails,

AND

RAILWAY EQUIPMENTS.

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ARTHUR PARKER

B. D. HASELL & Co.,

GENERAL RAILWAY AGENTS,

And dealers in Railway Iron, Equipment and Supplies.

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NAYLOR & CO.,

NEW YORK, BOSTON, PHILA.,

99 John street. 80 State street. 208 So. 4th street

CAST STEEL RAILS,

CAST STEEL TYRES,

Cast Steel Frogs, and all other Steel Material for Railway Use.

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NAYLOR, BENZON & CO.,

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JNO. F. TANNER. H. H. WALKER. JNO. MCANERNEY, JR

TANNER, WALKER & McANERNEY,

68 BROADWAY, NEW YORK,

DEALERS IN

Railway Supplies.

Securities of all kinds negotiated on favorable terms.

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FIRE INSURANCE COMPANY OF LONDON.

Assets - - - - \$8,000,000, Gold

CHIEF OFFICE IN THE U. S.

Nos. 40 and 42 Pine Street, New York.

The Liverpool & London & Globe Ins. Co.

Assets Gold, \$17,690,390

Assets in the

U. States 2,000,000

45 William St.

FIRE INSURANCE.

NORTH AMERICAN Fire Insurance Company

OFFICE 192 BROADWAY.

Branch Offices,

2 Cooper Institute & 1429 Broadway.

INCORPORATED 1823.

CASH CAPITAL - - - - \$500,000 00

SURPLUS - - - - 295,237 93

Cash Capital and Surplus, July 1, 1869,

\$795,237 93.

Insures Property against Loss or Damage by Fire at usual rates.

Policies issued and Losses paid at the Office of the Company, or at its various Agencies in the principal cities of the United States.

R. W. BLECKER, President, WYLLIS BLACKSTONE, Vice-Pres., F. H. KETER, Secretary, J. C. W. LD, General Agent.